

Australian

\$2.20

MODEL RAILWAY

Magazine

AUGUST, 1985.

ISSUE 133. Vol.12. No.4

IN THIS ISSUE:

IN COLOUR

BENTMORE

Continuing

THE VULCAN VALE RAILWAY

TASMANIAN BRAKE VANS

Part 1

NSWR 60ft TURNTABLE

BRISBANE EXHIBITION



There is only one Professional quality track . . .

SHINOHARA

Available in:

HOn2½, HOn3, HO Code 70-83-100, Sn3 and S

Soon in "O" Scale

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ENQUIRIES
WELCOME



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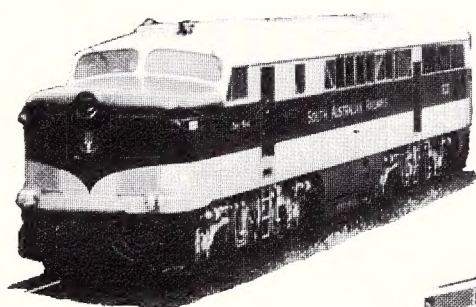


**ALCO
MODELS**

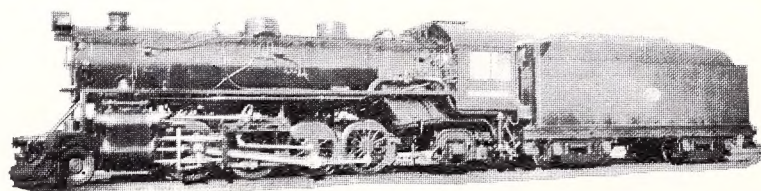
*Announce their first
"O" Scale Model . . .*

THE "N.A." CLASS in "On3" and "On2½" — Early '85

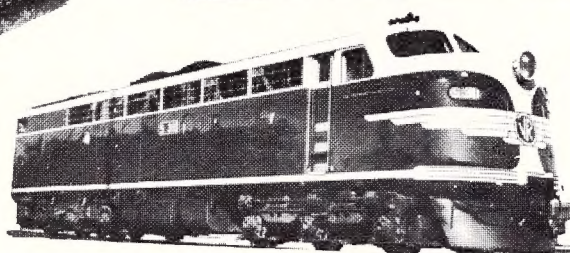
VERY LIMITED QUANTITY



S.A.R. "900" CLASS
September



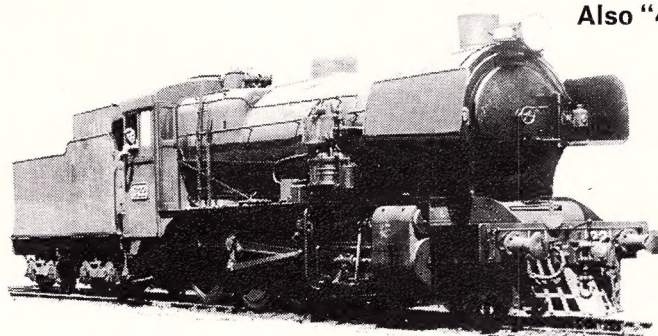
S.A.R. "700" CLASS
December



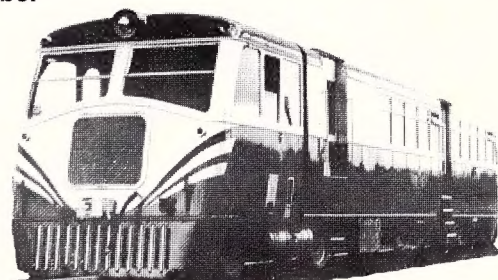
V.R. "S" CLASS
Also "42" and "G.M." versions
October

★ Dates are
Approximate

★ Maximum quantities
Steam and Diesel
130 Units



V.R. "C" CLASS — August



V.R. WALKER "153" — November

ALCO-AJIN "The people who give you more for your money — Better Detail — Better Running"

AUSTRALIAN LOCOMOTIVE COMPANY

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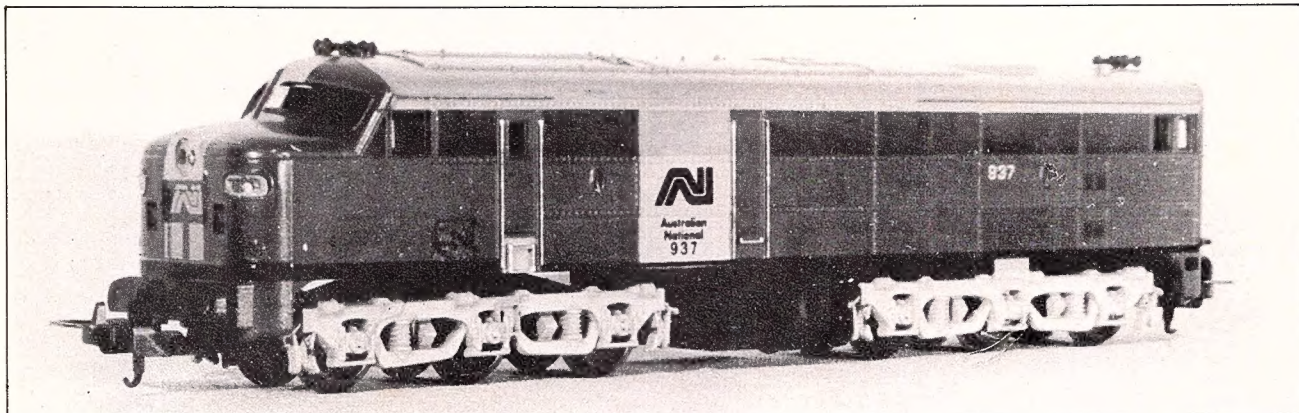
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Number one in the world of model railways.

Now Available!

#130

(62)



937 Diesel Electric

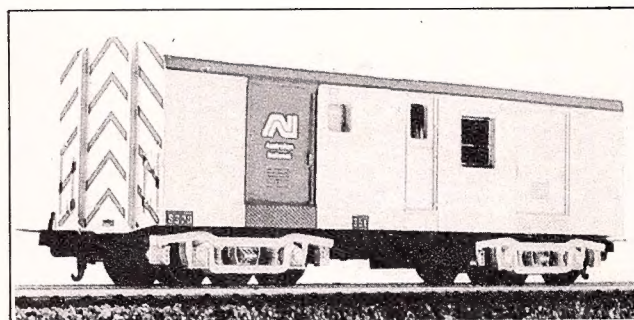
20 8049

Now available! Fresh from the Lima production line come three very colourful models.

937 DIESEL ELECTRIC painted and lettered to a high standard in the new Australian National green and gold.

8300 BRAKE VAN detailed with the full yellow livery with green and gold diagonal stripes on the end. (a superb model)

S CLASS DIESEL ELECTRIC finely decal and detailed in the stunning new V/Line grey and orange colours.



Brake Van

30 9342



'S' Class Diesel Electric

20 8043

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No. 92 — September/October 1978

No. 93 — November/December 1978

No. 94 — January/February 1979

No. 95 — March/April 1979

No. 96 — May/June 1979

No. 97 — July/August 1979

No. 98 — September/October 1979

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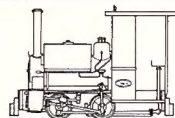
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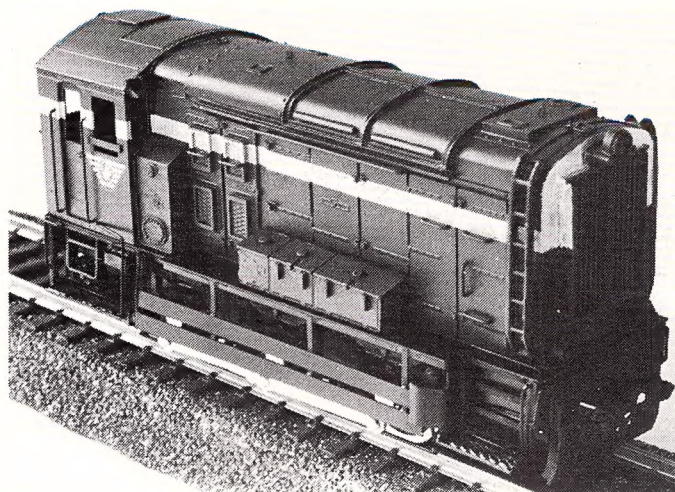
P.O. Box 4,

LITTLE BAY. 2036.



THE MODEL COMPANY

AUCKLAND NEW ZEALAND



VR 'F' CLASS DIESEL

The VR 'F' Class has now arrived from New Zealand. The price remains unchanged at \$295.00. (A pre-production model is pictured above - not shown are the etched number boards which are included with each model). The 'F' is powered by a 16mm dia., 33mm long Sagami motor with flywheel. The cab and chassis are of etched, stamped and punched brass while the hood is composed of highly detailed, whitemetal castings. There are many 'lost wax' brass castings attached. The wheels and gears are from North Yard. The 'three point suspension' equalisation copes well with uneven trackwork and power pick-up problems usually encountered with models of this type. Provision is made for fitting Kadee No.8 couplers. The model is available in three paint schemes - the original black (with buffers), 'carriage' red and the familiar blue.

Our next VR diesel will be the 'C' class - in blue (VR) and VLINE colours. Price and delivery date will be advertised in this magazine.

SAR '75' CLASS RAILCAR AND TRAILER

A very limited number of the Brill design, '75' Class, railcar and trailer in HO scale will be available about November. (The initial batch of models due in September is already fully reserved). The models will be of the original maximum capacity style, genuine Brill designs as they appeared with the petrol engines. The '75' Brill will be available unpainted, in the original brown livery or the famous post 1936, state centenary, green and cream. The model will be powered with a Sagami can motor with flywheel attached. The price for the railcar and trailer set will be \$395. (The price is subject to change should government charges alter). All models, painted or unpainted are the same price. A deposit of \$100 is required for this model - numbers are limited.

All MODEL COMPANY products are available from the following shops:-
The Buffer Stop (McBees) Trainworld The Engine Shed Branchline
Hobbycraft Hobbyline Box Car Hobbies Morwell Electronics Casula
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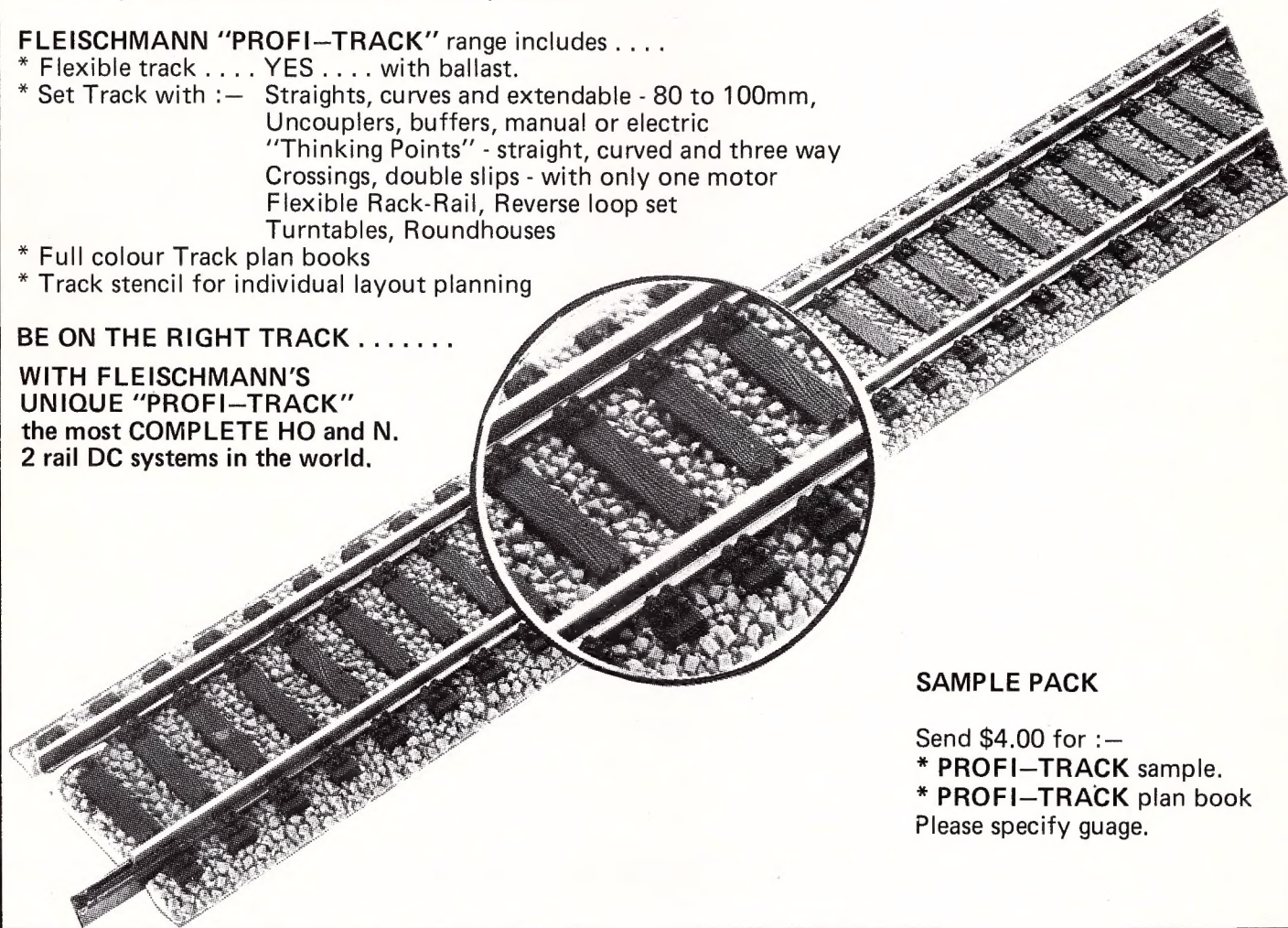
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N.S.W.G.R. 421 CLASS DIESEL LOCO in HO

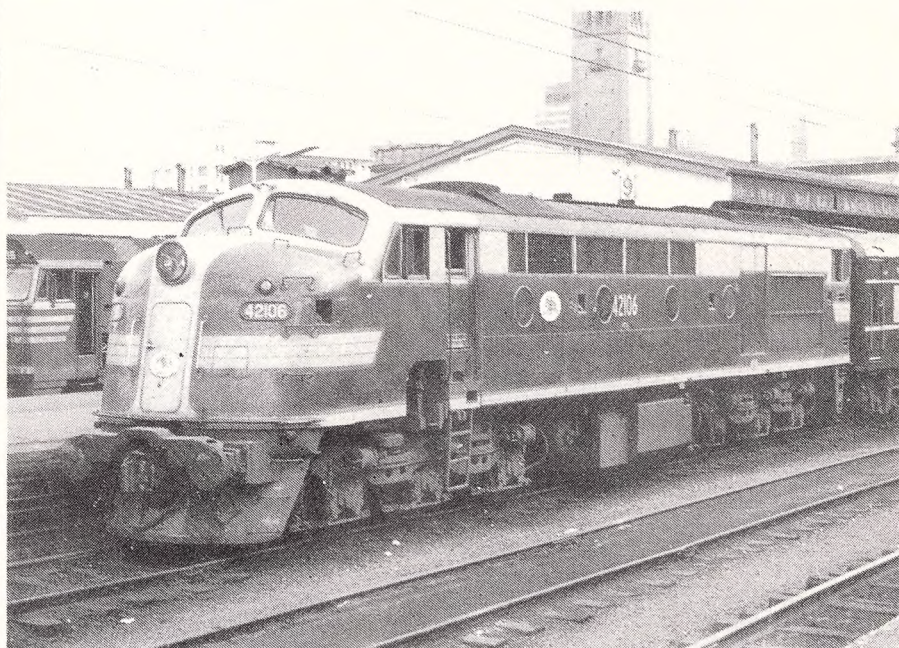


Photo by Howard Smith

Orders are now being taken for this locomotive, which is due November
1985.

As usual, it will be made by Samhonsa of Korea to our exacting stan-
dards and will be another premium quality model.

The price will be **\$385.00** for models fully paid by delivery date, the price in-
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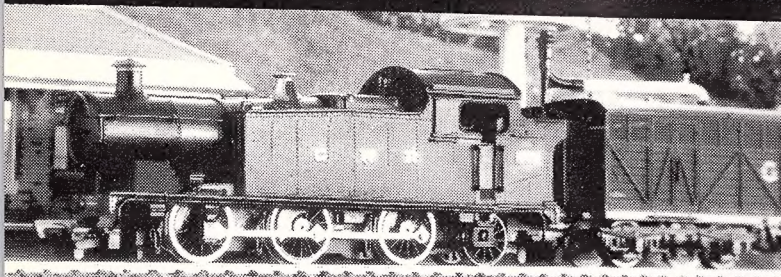
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Call in with your models or write for all enquiries.

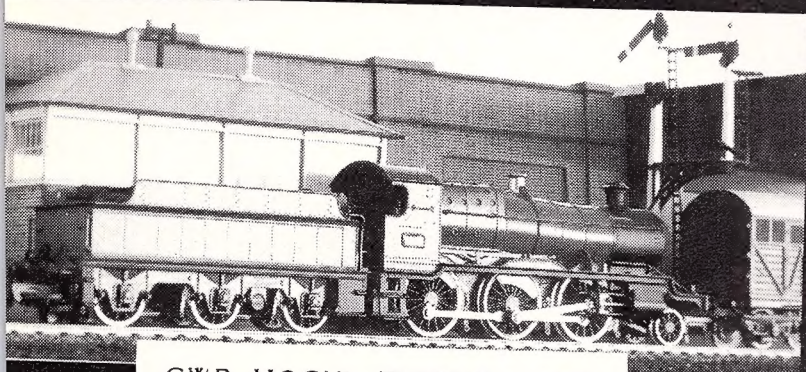
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with all 'OO' brands.

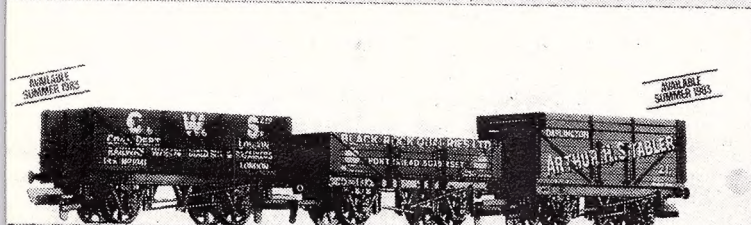
MAINLINE 'OO' WAGONS ARE EXCEPTIONAL VALUE.
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937400 3 PLANK, 2 TANKS & 2 COACHES. All wagons are fully painted in and out, accurate detail, moulded and painted interiors, fine multi colour printing, standard British couplings.



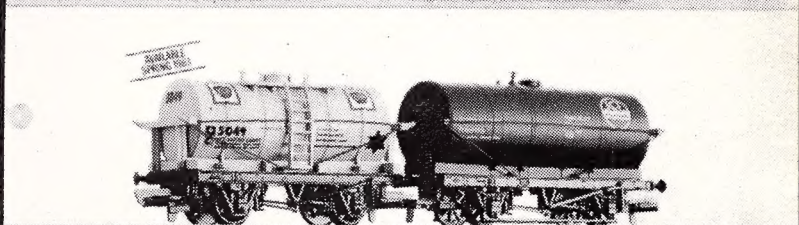
937487 20' MINERAL WAGON, 'BLAENAVON'. This standard mineral wagon incorporates the serial number, date and load details on both ends.



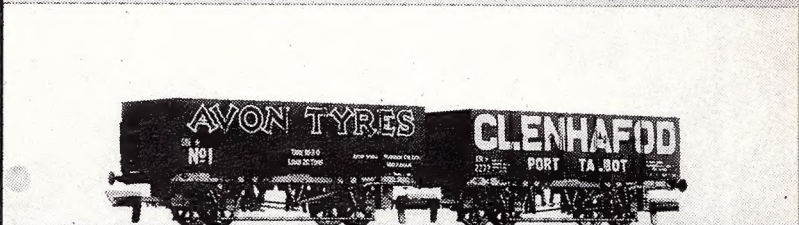
937453 3 PLANK, BLACKLOCK QUARRIES. Most common type of wagon for general freight.



937344 20' COAL WAGON, 'PICKFORDS'. Chargeable from 1900 onwards. This wagon is available in a range of different colours.

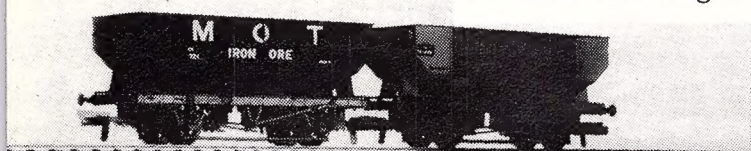


937135 TANK WAGON, 'BP'. Based on a pre-war LMS design, this standard mineral wagon was introduced in the 1930s. The red livery denotes an inflammable load.



937438 20' MINERAL WAGON, 'CLENHAFOD'. A large wheelbase steel wagon built to a standard design. Typically painted black, they can direct to London from Port Talbot.

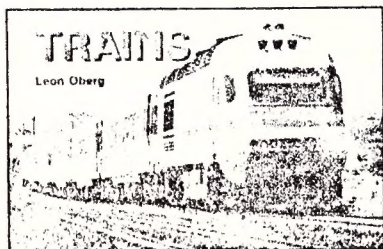
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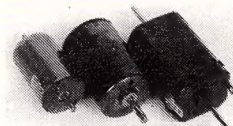
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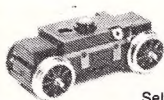
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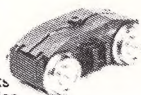
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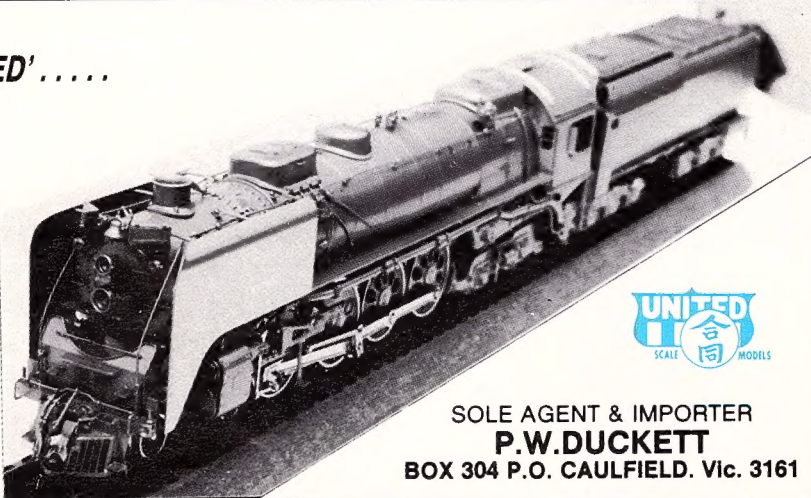
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- 2399 Fat pedestrians - singles
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- N-2408 8 saddle horses, 2 foals
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- N-2409 8 cart horses, 2 foals
- N2409 12 cart horses



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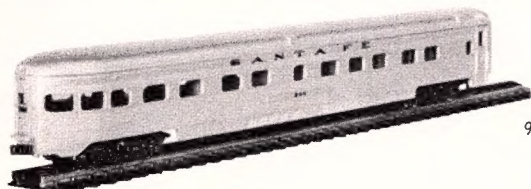
821

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A MESSAGE FROM AUSTRALIAN MODEL CRAFT CO.

By the time that this issue of this magazine appears
in the shops the prices of most imported lines will have
increased due to the rises in costs occasioned by the
higher cost of overseas currencies.

"Sentinel" Model Railway Products being made in
Australia are unchanged, but even there certain raw mat-
erials are up in price due to various things including
wages, although they are not of significant enough
amounts, as yet, to change prices.

"Sentinel" have had ideas - for a long time - of pro-

ducing some items for the country through which most
model railways run and have finally got their "Country
Series" under way. The first item being a Country Wind-
mill No. 9481. Other newish lines from "Sentinel" are
the Yard Crane No. 9480 and the 5mm (3/16") throw, pos-
itive lock Point Lever No. 9482. This is much stronger
in certain parts than were levers previously stocked.

We regret that there was no issue of "Model Railway
Newsletter" in May or June, but expect it to be back as
usual from July onwards. It gets difficult at times to
fit things in with staff holidays and what not.

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EXHIBITIONS

CANBERRA — A.C.T. August 3, 4 1985 at Malkara Special School, Wisdon Street, Garran. Open 10am-5pm. Admission \$2.50/80c, Fam. \$5.

FORESTVILLE — N.S.W. August 10, 11 1985 at Forestville Community Centre, Cnr Starkey St and Warringah Rd., Forestville. Open 9am-6pm (Sat), 10am-5pm (Sun). Admission \$2/\$1, Family \$5. In aid of the Autistic Children's Association. Details — A. Morgan (02) 947304.

GLEN IRIS — Victoria. August 24 and 25, 1985 Open Weekend at AMRA Vic Branch Clubrooms, 92 Wills St., Glen Iris. Open 10am-6pm. Admission \$1/50c.

INVERCARGILL — New Zealand. August 31 and September 1, 1985 at the Southland Society of Model Engineers Grounds and Clubrooms, Surrey Park. Open 10am-5pm each day. Area meet of NZ Model Railway Guild.

BROADMEADOW — N.S.W. September 7 and 8, 1985 at Newcastle Police Boys Club, Young St., Broadmeadow. Open 10am-9pm (Sat), 10am-5pm (Sun). Admission \$2.50/\$1.50, Fam. \$5.00. Details — PO Box 317, Cardiff. 2285.

WANGARATTA — Victoria. 21 and 22 September, 1985.

LIVERPOOL — N.S.W. October 5, 6, 7, 1985 at E.G. Whitlam Recreation Centre in Woodland Park, Memorial Avenue, Liverpool. Open 10am-7.30pm (Sat), 9am-6pm (Sun., Mon.). Admission \$3/\$1.

BOWRAL — N.S.W. October 5, 6, 7, 1985 at Bowral Primary School Infants Section, Boolwey St., Bowral. Open 9am-5pm (Sat), 10am-5pm (Sun), 9am-5pm (Mon.).

ADELAIDE — South Australia. October 12, 13, 14, 1985 at St. Clair Recreation Centre, Woodville Road, Woodville. Open 10am-6pm daily.

GLEN WAVERLEY — Victoria. October 12 and 13 1985 at Glen Waverley High School Hall, O'Sullivan Rd., Glen Waverley. Open 8.30am-10pm (Sat), 9am-5pm (Sun). Admission \$2.50/\$1.

CAMPBELLTOWN — N.S.W. 2 & 3 November, 1985 at St. John's Hall, Cordeaux St., Campbelltown. Open 10am-6pm (Sat, Sun). Admission \$2/80c.

ORANGE — N.S.W. November 23, 24 1985 at the Amoco Hall, Bathurst Rd., Orange. Open 10am-6pm (Sat), 9am-4pm (Sun). Admission \$1.50/.50c, Fam \$4. Details — Bob Olde, (063) 62 2346 AH.

More DIARY details on page 48.

AMRM

Editor	Managing Editor
Allan Brown	Bob Gallagher
Management Assistant	Allan Thornley
Typist	Niki Verdich
Photographer	Graham Ball
Illustrator	Ian Thorpe
Production Assistants	Max Burke, Ross Hurley
Layout	John Casey, Bob Gallagher
Distribution	Trevor Moore
Back Issues	John Casey
Subscriptions	Ted Cole
Computer Programmer	Graham Davis
Commercial Liaison Officer	Graham Ahern

REGULAR CONTRIBUTORS

Editorial Assistant (NSW)	Paul Rogers,
Bradley Hinton, Stuart Liversey	
Editorial Assistant (Vic)	Phil Jeffery,
Ian Weickhardt, Peter Gibbs	
Editorial Assistant (Tas)	Michael Dix
Editorial Assistant (Qld)	Max Chaseling
Editorial Assistant (SA)	Phil Curnow
Editorial Assistant (ANR)	Hugh Williams
Special Projects Writers	Phil Collins,
Philip Dunn, Ross Hurley, David Bennett,	
Peter Eisenhut, Bob Merchant	
Draughtsmen	Roger Johnson,
Dave Taylor, Ray Love, Bob Yule,	
Adrian Compton, Howard Armstrong,	
Tony Parnell, Graeme Brown, Sam Hyde,	
Steve McElroy, Roger Porter, Peter Mustart,	
Peter Zaglauer	
Cartoonist	Dick Stein

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Secretary: Trevor Moore. **Membership Enquiries:** P.O. Box 317, EPPING, NSW 2121.

The Annual Membership Fee for SCMRA is \$15.00 from March to February and the Joining Fee is \$12.00. Applications must be received by the first of the odd month to meet our mailing list deadlines. For applications received between the 2nd September and the 2nd January the Annual Fee is \$7.50 plus the \$12.00 Joining Fee (does not include October AMRM).

Membership entitles you to participate in the activities of the Association, to receive AMRM and our regular newsheet Booster. Standards,

Recommended Practices and Information Sheets covering model railway practice are included in the joining kit together with a vinyl ring binder and are also issued at regular intervals.

For further details write to the Secretary or contact the divisional representative.

Meetings are usually organised on the second Saturday of each month in New South Wales, Victoria and Queensland. For further details and location please contact the divisional representative.

DIVISIONAL REPRESENTATIVES:

New South Wales:

Ted Flowers.
 56 Renton Avenue,
 Moorebank. 2170.
 Ph. (02) 602 9745.

Queensland:

Max Chaseling.
 10 Merlin Terrace,
 Kenmore. 4069.
 Ph. (07) 378 4462.

Victoria

Ian Pearson,
 8 Arthur Street,
 Surrey Hills. 3127.
 Ph (03) 898 1109

MEETINGS

New South Wales

August 10 — Running Session at Mt. Pritchard.

September 14 — Demonstration of Computer Control and Divisional Quarterly Meeting.

Victoria

August 10 — Divisional Annual General Meeting, Surrey Hills.

TRADE PRACTICES ACT 1974

The above act is now in force and contains strict regulations on advertising.

It is not possible for this company to ensure that advertisements which are published in this magazine comply with the Act and the responsibility must therefore be on the person, company or advertising agency submitting the advertisement for publication.

In case of doubt, consult your lawyers.

SCR Publications.

Australian Model Railway Magazine

COMMENT

The Change of Time

It is high on twenty years since I first gained an interest in trains, an interest that was first based on models and then on the prototype and modelling.

Initially this interest was satisfied by GWR modelling in TT scale. But after a visit to a major exhibition this change to narrow gauge modelling, NSW style (yes, I know, NSW did not have narrow gauge) to a scale of 3mm and then eventually HO scale and NSW prototype, the latter to eventually change to Australian prototype.

Prototype wise, the sixties offered a wide range of vehicles to model. Steam was not quite finished, and the modernisation of the railways had not yet removed all the quaint vehicles from the system. It was possible, on a day outing, to find at least half a dozen wagons to model, and all those characteristic structures just asked to be photographed.

To convert these items to models was not necessarily a difficult process, but it was time consuming. There was virtually nothing available in the shops, except the occasional Friedmont or MRC kits, but most so called hobby shops simply would not stock them, and the one or two who did, never had good stock levels. A whole Saturday morning could be spent travelling across town (Sydney) only to find that there was nothing available. If you were lucky enough to get a kit, it was a pleasure to spend hours acquiring a reasonable model without the displeasure of having wasted time travelling.

To model anything Australian, you were considered unusual, and quite often shut off from any conversation as if you were a poor relation.

Time has cured this latter problem, and has also changed all others mentioned.

No longer is an Australian prototype modeller, considered as a 'Johnny-come-lately', nor are his models inferior to the colourful British models or the highly detailed American models. On the shelves of many shops there are a number of ready to run models and in most instances a large range of Australian outline kits. It is now possible to model a specific era of at least two Australian state railway systems, without having to spend too much time on research or for that matter on the basic model making process. Sure it costs money, but it is possible.

On the other hand the prototype scene has also changed dramatically. No longer can one find anything in a siding, let alone a worn out goods wagon that has not seen a coat of paint for thirty years and begs to be modelled. If you are lucky you can spot one of the colourful modern diesels or electrics speeding their train onto its destination. But week by week, various aspects of our rail systems change, and it is a full-time task keeping up with the changes, let alone modelling them.

Yes the past twenty years have seen a remarkable change in both prototype and prototype modelling. It has been great being associated with it, and hopefully it will be great in the future. For some the hobby is an ob-

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ON THE COVER

Power on Parade could very easily be the three word caption for the cover photograph this issue. Bob Richardson was in the right place (Lynton, South Australia) at the right time (February 1984) when BL32 + BL31 + 954 + 951 + 931 + 930 went past. We are assured that there was a train behind this lashup of old and new Australian National engines.

Visitors to Port Macquarie, a holiday haven on the New South Wales Mid-North coast, will find a delightful model railway display in the Sea Acres Wildlife Sanctuary. The operator, Richard Harmer, is a model railroader and combines his occupation with his hobby. The layout has 500 feet of track and, as can be seen by the photograph, runs NSW prototype models, many of which have been superdetailed. Feature of the above scene is the Lima XPT, which is passing the well stocked loco depot. Photograph by Bob Gallagher.

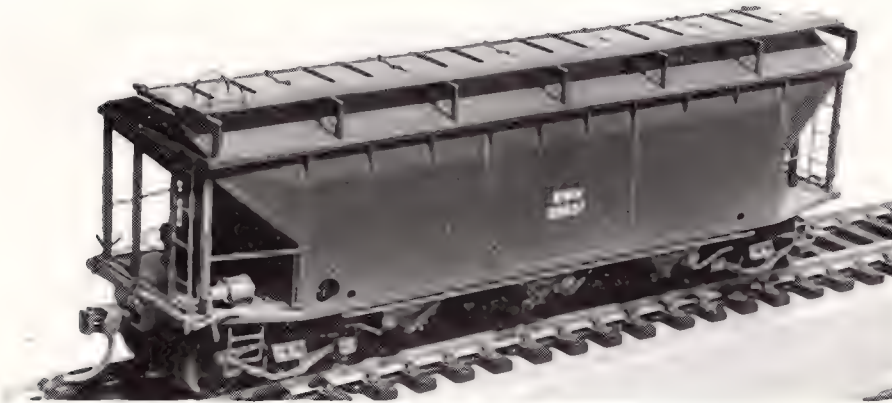
session, for others a part time relief, and for others a way of relaxation and enjoyment. Let's trust, that for the future we may all sit back and enjoy the change in the manner which we individually desire.

Bob Gallagher.

PAGE TWELVE this issue illustrates some of the models that Steve McElroy has modified and superdetailed from kits. Photographs by Bob Gallagher.



Side view of BWH wheat hopper showing hopper door release handles and door channels, brake rod, handrails and steps from 28 gauge nickel silver wire and the roof section constructed from styrene. Bogies used are the now extinct Lindberg variety with the addition of 33" diameter Central Valley wheel sets. The coding is white Helvetica Medium 1.5mm high dry transfers from Mecanorama, code number 22.6 CLN. The sheets retail for about \$12 each but you have enough numbers and letters to code the entire NSW wagon fleet and every diesel number board in NSW.



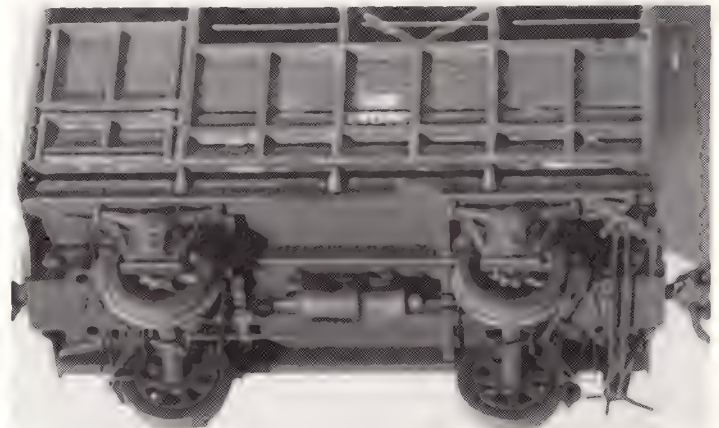
AR Kits BCH coal hopper kit modified to BWH bogie wheat hopper with the addition of a styrene roof and superdetailing.



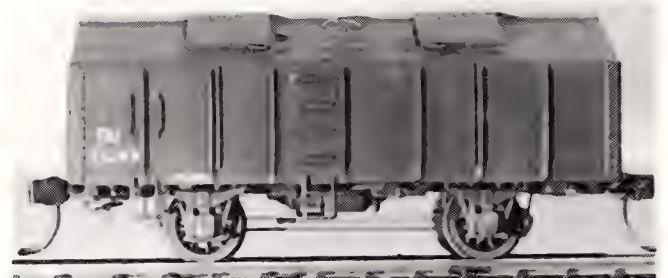
End view of BWH wheat hopper illustrating brake detail, coupler release bar and roof details.



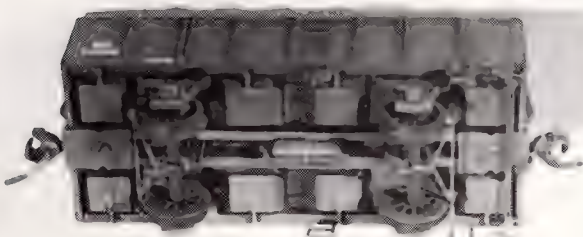
Side view of Camco CW cattle wagon assembled as per instructions with the addition of 3mm of lead weight glued and screwed to the inside of the floor. Additional details include brake rigging from 28 gauge and 26 gauge nickel silver wire and a single strand of mutliflex hook-up wire for return spring, brake shoes cast in Plastibond from rubber moulds of scratchbuilt patterns, and cast on handbrake and release handle removed and replaced with scratchbuilt brass assemblies. Refer to the article 'Backdating Prototypes CW' from the March/April 1975 AMRM for brake rigging details.



View of CW cattle wagon from beneath illustrating the brake rigging and underframe structure.



Side view of Trax RU wheat hopper, considerably modified from the basic kit. Modifications include a replacement floor with hoppers in place cast in rubber moulds from Plastibond, brake cylinder and brake shoes also cast in rubber moulds, the cylinder in white metal, stirrup steps built up from 10 thou styrene, handrails from 28 gauge wire formed four at a time in a brass jig and glued with epoxy, hopper door release handles from brass rodding and shim soldered together, and handbrake handle and brake rodding constructed as per the CW wagon. The model was weighted with three 1.6mm x 25mm x 25mm lead pieces which were glued and screwed to the inside of the floor. The codings are from the Mn'J decals selection. The details for both the RU and the BWH wheat hoppers were obtained from the Data Sheet illustrating these two wagons.



View of RU wheat hopper from beneath illustrating the brake rigging details and centre sill. Centre sill built up from 10 thou. and 15 thou. styrene.

THE SMURF TRAIN

I'm not trying to say that it was the most popular layout at Perth's 1984 Exhibition, but some members of the public were actually climbing under the barriers to get at it and fighting for a turn to drive the train. Of course the 'public' were mostly six years old or younger but it does prove that railway modelling can appeal to all age groups.

The idea of a Smurf Train started a few years ago when Dick Stein placed a couple of the little creatures on a lovely LGB layout which he had put together for the annual exhibition. The children who came along were more interested in the Smurfs than all of the beautiful LGB locos and rollingstock. As my daughter Fiona was about five at the time I had an ideal excuse to build something just for the Smurfs.

The locomotive was built first. It's made of plasticard with a boiler of electrical conduit and fittings made from various odds and ends. It has an old Triang 0-6-0 mechanism which is not modified in any way. The tender sits on a four wheel brake van chassis of similar vintage to the loco. After some consultation with Fiona it was painted bright red.

Over the next couple of years we ran the loco on various tracks and built some rollingstock using balsa wood and old wagon chassis. It was then decided to build a very small layout specially for the train and take it to the next exhibition.

The board is only 120cm x 90cm and sits on its own legs just 40cm above the ground. (Remember, it's not intended for 'grown-ups'.) On this board we managed to fit (just) a continuous run consisting of a circle of track within an oval, plus a small siding. The track is some old Triang stuff, Series 2 I think, which looks a bit 'narrow-gauge' as the sleepers are fairly wide apart. The scenery was made out of polystyrene foam and Fiona enthusiastically painted it and glued dyed sawdust all over the place. All this time the collection of Smurfs was steadily growing as I usually bought a couple each time I refuelled my motor bike.

For the exhibition the layout was operated by a push button clamped to the crowd barrier. The loco stopped on a dead section of track in front of the little station platform and started off when the button was pressed. It then made two circuits of the board and stopped again in front of the platform. At least that was the theory; in practice, it ran virtually non-stop for the whole three days of the exhibition. Fortunately, I had made a second loco, a vertical boiler type based on an old Triang diesel chassis, so we were able to keep the audience happy in spite of a few difficulties with the ancient motors.

Fiona and my three older children looked after the layout during the exhibition while I concentrated on my display of white metal loco kits and finished models.

The Smurf layout was a great success with the little children and with quite a few adults as well. The button was pushed so hard that it fell to bits half way through the first day and we were only saved by a dab of Superglue. The youngest child to operate it was only eighteen months old. Others had to be dragged away screaming by parents who wanted to see the rest of the exhibition. One mum had to come back three times to collect her son who kept sneaking back to see the Smurf train again.

There are always a lot of small children at any Model Railway Exhibition and I'm glad that we had something that was just for them. ■



by Andrew T. Morling



DERAILED, BOGGED or BEWILDERED

by Phil Curnow

The usual reasons for late running of trains may be delays in yards or loco problems along the line but these cause only temporary delays. The bigger problems that really send the timetable into a spin are caused by derailments and miscalculations. A few examples . . .

(a) Derailments of passenger trains are unusual and get a lot of media publicity. A possible reason is that the risk of injury to a passenger gets much closer attention than does a yard full of smashed goods wagons. If you want to introduce a derailment onto your layout and then work the timetable around the problem, perhaps it should be a goods wagon that bites the ballast. What you are probably going to imitate will be the one wagon that jumps off at the entrance to a yard and if your track is rough anyway you may not have to invent anything. What happens next depends on the location. SAR engines carried rerailing ramps that the crew can clamp to the rails to guide the derailed wheels back onto the rails. The delay may be about half-an-hour, or perhaps a couple of hours if more than one wheel is off, if the clamps and ramps can't be sited properly or if there is track damage. Meanwhile, other trains will begin to bank up around the site, being stabled in sidings at nearby stations. When the wagon is back on the track it has to be inspected and then is usually taken at very reduced speed to the nearest siding and left for the fitters to check it for damage. With the track open, the trains can start to clear from nearby stations and the tangle for you as layout owner, train controller or whatever is to set each a priority and work them through. Another complication you may introduce is to bring a railway crane to the site at, say, 25mph and give it priority over all others. Of course, the setting up of a crane, rerailing and then removing the crane will take many hours, during which time all traffic in the area is completely stopped, so perhaps that's the time to break the session and resume when the crane is ready to roll again.

(b) So much for derailed . . . what about bogged? How does a train get bogged? When it's a ballast and the local gang make a miscalculation and open too many doors at once. Don't laugh too loud . . . it happens. I was riding a train back from Port Augusta to Port Pirie in 1973 when we rolled to a stop at Port Germein and stayed and stayed and stayed. Apparently a ballast train in the next section had been bogged and the crew was trying everything they knew to clear it. Missed my connecting train to Adelaide as a result. Two diesels had

In this crash at Balhannah the pile of ballast against 953's cowcatcher is the result rather than the cause. Story goes that the train was out of control and arrived with the point set for the passing siding. It chose to take a short cut but didn't land on the rails. Ahead in the station platform was a railcar.



These two photos show how the SAR solved the problem of long trains and short crossing loops. The goods train with twin 900 class has arrived on the centre track at Two Wells with the brakevan clear of the mainline. The guard has split up the train in front of the WAGR covered van and the excess wagons have been pushed onto the goods siding. After the class leader, number 900 has departed with its train for Port Pirie, the goods will be reassembled and then follow. In a similar situation at Widgawa on the Tocumwal/Narrandera line in 1979 the goods was still on the mainline ahead of our railcar. We had to wait while the triple 48 class reversed their complete train through the yard and onto the main behind us.



been taken from a goods following the ballast and were used to push it while a lashup had come from Port Pirie to help pull it clear. Nine locos, including several of 3000hp, did the trick and must have been quite a sight. When our Budd railcar went through the freshly ballasted area its cow catcher became a ballast plough.

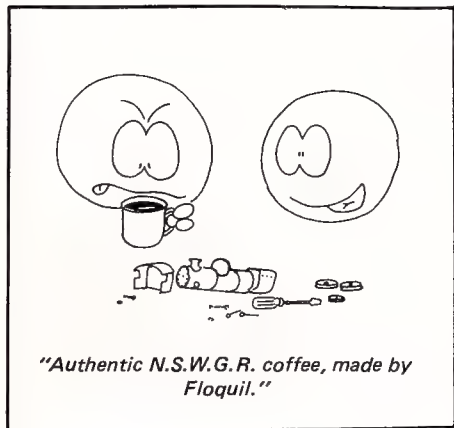
(c) Now for bewildered. Many years ago it must have been easy to assess the length of a train because the wagons were built either as a four wheeler or a bogie wagon about twice the length. Nowadays there are various length bogie wagons and the various systems have different ways of counting them. Imagine you're at Long Gully in 1978 and you watch a long goods come in and take the passing siding but it still trails onto the mainline. From the other direction comes an equally long train and the goods siding was removed just a little while ago. The crew is bewildered . . . someone couldn't count and got his twos and threes mixed up. What to do? Eventually one train reversed down the hill to Belair to let the other train through.

I have heard of a similar hassle at a loop on the Port Lincoln division many years ago. Eventually the trains crossed by removing the marker lamps from each brakevan to get enough clearance for them to crawl past. A close encounter of the crossing kind!

If Train Control is on the ball they avoid these hassles at all cost by using split crosses but there will always be the case where Murphy's Law is proven once again . . . if anything can go wrong IT WILL!

(d) Looking for a good excuse why your best passenger train is over one hour late? A really up to date, almost unanswerable reason yet totally prototypical? This one made the front page 18/4/85 of the Adelaide Advertiser. A reader complained to the Editor that the Overland was so late that her daughter had missed her connection in Melbourne with the Daylight to Sydney. The reason Australian National gave was millipedes on the rails. They were squashed by the engine wheels making an oily mess and the train was unable to get going again. These little creepy-crawlies are in plaque numbers several times a year in many areas of the Mt Lofty ranges and so far science has not developed a method of control. Millipedes are a more mobile menace than salt snails which have stalled 900 class hauled goods trains on the Roseworthy Bank.

(e) How do you choose the problems and when? I've heard of modellers who made up a whole selection of cards with a different problem on each. They then set an alarm clock to go off at some time during their operating night which is the time to roll a pair of dice. The number they throw is the card they choose and the problem they encounter and have to get themselves out of. Loco failures, ballast trains, Commissioner's Inspections, diesel test trips, railcar failures, urgent track maintenance, gang trolley hasn't arrived at a station and is hours overdue . . . the list of choices goes on and on.



COMPUTERISED PHOTO FIELDBOOK for a SHARP PC1500

Peter J. Vincent describes the use of his Sharp PC1500 computer as an aide for recording photographic data. © May 1984

Twelve months ago I purchased this computer for a specific task. Not until this year was I sufficiently able to write a program that accomplished the task.

One of the projects I work on is photographing the wagons and carriages of VicRail (ex Victorian Railways), now known as V/Line (State Transport Authority). The problem involved with the photography is a written record for 'Field' use. Until the computer, I was using a looseleaf book to keep track of photos. Railway rollingstock is identified by 'Class' and 'Number'. The class indicates the wagon or carriage type and the number identifies the wagon within each class type.

Although somewhat rationalised now, due to obsolete wagons being scrapped, there are about 200 wagon and carriage classes in service for a total of about 15,000 vehicles. By using a book, I could access any number within 15 seconds. But the book required a lot of organisation time in setting up and alterations to class and number changes as well as book renewal every couple of years.

What I wanted was a program that could duplicate the book records. Hopefully, using the computer would be faster and easier, with the benefit of the printout being relatively smaller. This year I accomplished such a program. With my computer fitted with 16K expansion I am able to access more than 123 codes for a total number group range of 12,800 numbers.

To achieve this success, I have set up an array 100 columns wide, with the number of rows dependent upon memory size. In my case it works out at 128 rows. The array consists of 12,800 locations, each of one byte. To search for a specific wagon number involves the conversion of that number to a co-ordinate of column and row.

Before the program can be used, however, certain data is required to be input into the program to enable it to work. This data, like the array itself, is stored on cassette tape and loaded in whenever the program is being used.

The data required for program control is as follows:

1. The class of wagon or carriage to be stored. Class codes are alphabetical characters from one to four letters long.
2. The number group of the class. The number group is input as lowest and highest of the numbers in the class. For example, class VPCX has numbers ranging from 1 to 158.
3. The column number in the data array where the class numbers start.
4. The row number of the data array where the class numbers start from.

When a photograph is going to be taken, the computer is turned on. The SEARCH function of the program is selected from the menu and the wagon class is input. The program searches the CLASS array to see if the input class is in memory. If not, computer prints out "Code not listed" message and returns to the menu. If the input class is found, the program immediately calculates the co-ordinates for the position of the LAST number in the group. It derives this from calculating the total number of wagons in the number group, the co-ordinates of the first number and that the array is 100 columns wide. Once this calculation has



Computer replaces fieldbook.

been made the computer then asks for a number input, the number being from the wagon to be photographed.

The program converts the wagon number into a code and row co-ordinate, using the FIRST number of class co-ordinates as a starting point. The display then shows the code selected, the number input and the data stored in the one byte location. In the event that the input number is outside the range of the class the display briefly flashes 'INVALID!' and returns to input.

Now the program has been designed for several extras, with the most important being the scrolling feature. Once a number is displayed on the screen it is then possible to scroll upwards through the numbers or backwards toward the first number of the group. In either case, when the upper or lower end of the number group is reached, the list commences from the opposite end to continue the scrolling function.

The data stored in each one byte location can be any letter of the alphabet or any number 0 to 9. These can be changed whilst the display for that particular location is showing. However, it is most important to cassette save this data at the end of the day otherwise the alteration will not be recorded for the next photo session.

Other extras are:

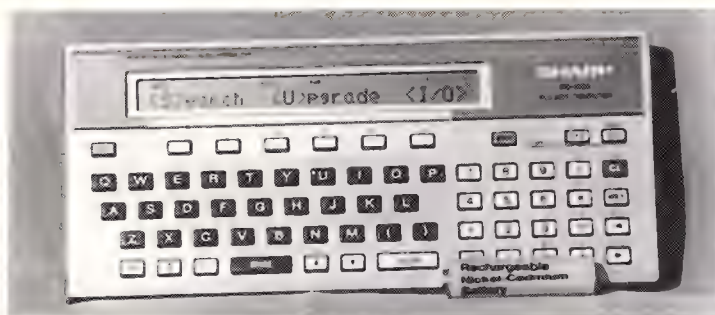
DEF 'C': Gives out a hard copy of data for code, number group and co-ordinates. This is to provide hard data for any alterations and to show at a glance wagon classes provided by the program.

DEF 'A': In the event of a program BREAK, this restarts the program.

RCL (RECALL button): Operation of this button prints out the code and any number that has data stored for it and the data entry as well. In the absence of data, the program moves on to the next wagon number.

No machine language is used and it may be possible to shorten the program by using BOOLEAN functions. HELP! At present, the program runs about 1300 bytes. All up, with program and data, there are about seven bytes left in program area!

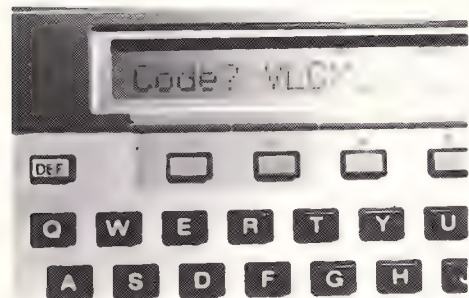
MENU and operation: The menu displays SEARCH, UPGRADE and <I/O> and these are selected as INKEY\$ inputs. Pressing 'S' selects the SEARCH function; pressing 'U' selects the UPGRADE function. The <I/O> stands for In/Out, reference to cassette store and load of data. Pressing 'I' selects DATA IN. The cassette must be ready as the display clears and the computer immediately starts to



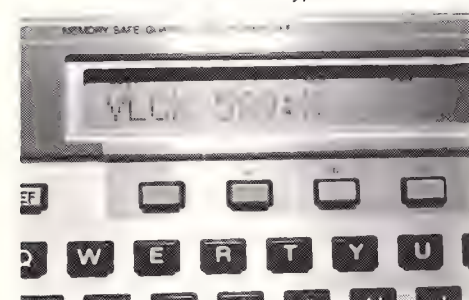
Basic Sharp PC1500



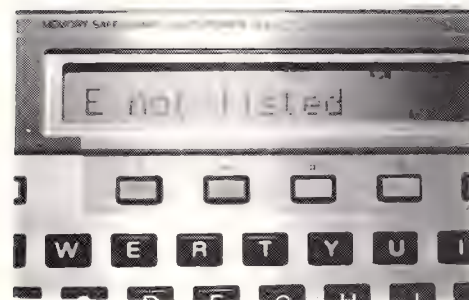
Sharp PC1500 with printer/plotter attached.



With search selection pressed, CODE is asked for. Here VLX is typed in.



Display shows CODE/WAGON No plus date ("X") for wagon centre. Here "X" indicates I have a photo.



Code not listed display. Photographs by the author.

LOAD UP. Pressing the 'O' sets the computer immediately into the DATA SAVE routine. Once again the cassette must be ready. At the end of both operations the program returns to menu. The hidden function is OFF. When the OFF key is pressed, the routine &E33F is used. When turned on, the program is in menu. In order to get out of menu the BREAK key must be used.

In the DATA DISPLAY mode the following keys are used, with functions:

DOWN ARROW key (below letter N): This scrolls down list of numbers.

UP KEY (below letter M): User can scroll upward through numbers.

CL (CLEAR) key: This button is used to input another number of the same CODE as in the display.

MODE key: Mode key selects the MENU. To turn the program OFF, the program must be in MENU code.

SPACE key: This key deletes the correct data entry as displayed.

KEYPAD: Selecting any key with an ASCII value of 48 through 90 will cause that key entry

PROGRAM NUMBER 0044, FIELDBOOK IX, BY PETER J. VINCENT, FOR SHARP PC-1500

```

1 E=99 B=100 D=123 DIM W$(E/127)*1,
  C$(D/3)*3 ES(D/2)*3 RS(D/3)*3 NS(1,D)*4 GO TO 4
2 FOR I=0 TO D IF C$(I)=C$ RETURN
3 NEXT I PAUSE "Code" : US "not listed"
4 "A" WAIT 0 PRINT "<S>earch <U>grade
  (I/O) " AS=INKEY IF AS="S" THEN 12
5 IF AS="U" THEN 30
6 IF AS="O" CLS PRINT #WS(") PRINT #C$(")
  ES(") NS(") RS(")
7 IF AS="I" CLS INPUT #WS(") INPUT #C$(")
  ES(") NS(") RS(")
8 IF AS=CHR$ 15CALL &E33F
9 GO TO 4
10 INPUT "Code?", C$ US=C$ CLS GO SUB 76
  GO SUB 2 F=VAL NS(I) L=VAL NS(1,I)
11 N=L S=VAL RS(I) H=VAL ES(I) R=S, C=H:
  GO SUB 80 T=R J=C
12 INPUT "Number?", N
13 IF N<FOR N>L PAUSE "Invalid!" GO TO 20
14 C=H R=S GO SUB 80 GO TO 48
15 INPUT "Code in?", C$ CLS GO SUB 76:
  DS=C$ C$="" GO SUB 2 C$(I)=DS
16 INPUT "Low #?", NS(I) "High #?", NS(1,I) "1st
  col?", ES(I) "1st row?", RS(I) GO TO 4
17 "C" FOR I=0 TO D LPRINT C$(I) " " NS(I) "to",
  NS(1,I) " Col" ES(I) " Row" RS(I)
18 NEXT I GO TO 4
19 PRINT US "N" " " WS(C,R) IF L=N PRINT
  "(c/r)" C R
20 PRINT A=ASC INKEY$ IF A=1 THEN 12
21 IF A=10 GO SUB 64
22 IF A=11 GO SUB 70
23 IF A=24 THEN 20
24 IF A=25 CLS LPRINT US GO TO 90
25 IF A=32 LET WS(C,R)=" "
26 IF A>47 AND A<91 LET WS(C,R)=CHR$ A
27 IF A=31 THEN 4
28 GO TO 48
29 N=N+1 IF N>L LET N=F R=S, C=H:
  C=C-1
30 C=C+1 IF C>E LET C=C-B R=R+1
31 RETURN
32 N=N-1 IF N<F LET N=L C=J R=T,
  C=C+1
33 C=C-1 IF C<O LET C=E R=R-1
34 RETURN
35 C$=LEFT$(C$,3) RETURN
36 K=E-H: P=F+K: Q=P+1 IF N<P LET
  C=H+N-F RETURN
37 C=O R=R+1
38 IF Q+B<N LET Q=Q+B R=R+1 GO TO 83
39 X=INT (B/2) IF Q+X<N LET Q=Q+X:
  C=C+X
40 B=X IF X>O THEN 84
41 B=100 IF Q<N LET Q=Q+1 C=C+1 GO TO
  86
42 IF C=B LET C=O R=R+1
43 RETURN
44 IF WS(C,R)=" " THEN 93
45 LPRINT N " " WS(C,R) " "
46 IF N=L LPRINT LPRINT LPRINT GO TO 4
47 GO SUB 64 GO TO 90

```

to be placed into memory.

When using the routine on LINE 90, accessed by the RCL key, the following has been used: a COMMA at end of line for use by external printer through the RS232 interface. The printer is set up to print within ZONES and the COMMA places each LPRINT within a ZONE. This is set up manually; a SEMI-COLON which is for use by the CE-150 so that data is printed across the paper tape by the small printer to save paper. The program is written with a SEMI-COLON, with the COMMA being in-

*** EXAMPLE ***

=> Start the program and select UPGRADE option. KEY IN the following data:

CODE: VBBX, Low # (number): 1, High #: 102, 1st column: 0, 1st row: 0 — After this data has been typed in, program returns to MENU. Select UPGRADE, and type in some more information:
CODE: VBBX, Low #: 23, High #: 151, 1st column: 2, 1st row: 1.

These are two examples to show how the program works on UPGRADE. Select SEARCH in the MENU mode and input one of those two codes. For a number input type in one of the numbers between high and low pertaining to the code that was typed in. The display then shows code, number and the data entry. If no information is recorded then no data is displayed.

To obtain the first column and first row values for the setting up of the program the display shows an extra piece of data when the LAST NUMBER of any code is reached. To help establish the CODE data, the display shows:

(c/r CC RR). These figures show the user the co-ordinates of the last position in the number group of each code. In this way the co-ordinates for the next code and number group to be input in the UPGRADE option can be determined.

CC here indicates COLUMN and RR indicates ROW. To calculate the co-ordinates for the next group, ADD "1" to the column value while retaining the row value. In case the co-ordinates happen to end on the last column of a row, then the first column of the next row is selected and the next row figure is inserted.

For the case of a code having only ONE wagon, then the procedure is to place that number in BOTH high and low number inputs of the UPGRADE option.

sorted manually when required.

The following arrays are used:

DIM W\$(E/127)*1: E=99 and is the number of columns. This array stores the data for the wagons.

DIM C\$(D/3)*3: D=123 and is the number of rows set for all other ARRAYS. This array stores all the codes in use. Only three bytes are used for saving space and it enables the program to share numbers and groups with similar wagons. For example, some wagons have been altered slightly and have retained the same numbers with only a slight change in the code, such as VBBX and VBBY. VBBX numbers run 23 to 151, while the VBBY have been converted from VBBX and have numbers 121 to 144. In the code search, the VBBY on input becomes VBB and this is matched with VBB listed in the CODE array <C\$(>). Codes are input as normal but only the first three bytes are accepted.

DIM ES(D/2)*2: This array stores the column where the first number of any class begins. As column descriptor only requires two bytes, this array is dimensioned to two bytes wide.

DIM RS(D/3)*3: This array stores the location of the first row a class starts at.

DIM NS(1,D)*4: This array stores the low and high numbers of each number group.

NS(O,X) records the low number and NS(1,X) records the high number.

At present, the range of numbers I am photographing does not exceed four digits. V/Line does have rollingstock up to the 17,000 number range (five digits) but these are not being included in the photo survey.

By altering the programming slightly, the

Continued on Page 18.



MODELLING THE WAGR

by Adrian Gunzburg

York — Western Australia. The first inland town settled in the state, and in its heyday a major railway town to boot. The above scene is part of a large scenicked Sn3½ scale layout built to display the scale and W.A. models. Bob Gallagher photograph.

As a native 'sandgroper', now resident for some years 'over East', it was my very pleasant surprise to discover the emergence of a group of modellers reproducing WAGR locomotives and rollingstock in Sn3½ scale. On a recent brief visit to Perth I was able to meet some of the group and to examine first-hand their work. To be in a room where several green and black steam and early diesel locos were hauling trains of brown goods wagons and green coaches, was a nostalgic recollection of the WAGR of my youth and a marked contrast to the soulless, corporate image Westrail, with its hideous orange diesels and ghastly yellow wagons!

Interest in local prototype modelling developed through the West Australian Branch of the Australian Model Railway Association, when several members discussed the possibilities of modelling WAGR. The group, consisting of Graham Watson, Richard and Gavin Stallard, Simon Mead, Lynton Englund and Les Hayter, decided to build a selectively-compressed model of the station and yard at York, on the Great Southern line to Albany. S scale was selected, using HO gauge track, to give the Sn3½ combination now emerging as a popular scale in Australia and New Zealand for 3'6" gauge modelling. The choice was based on the availability of HO/OO scale products and loco chassis which could either be used directly or modified. There is also a large range of Sn3½ wheels, components and kits manufactured in New Zealand, many of which are directly applicable to WAGR modelling. There are many historical ties and similarities between the WAGR and NZR, probably more so than with the other Australian 3'6" systems.

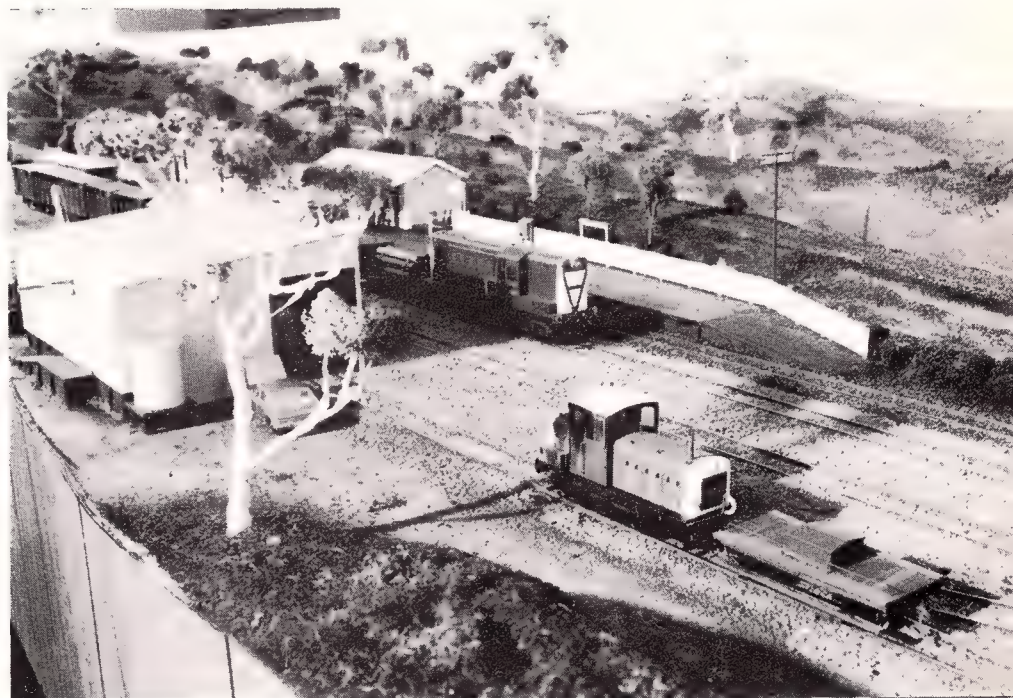
The York station and goods yard area was constructed during 1980 and first exhibited to the public at the 1980 Australian Model Railway Association, West Australian Branch, exhibition in Perth, now held each year on the Foundation Day long weekend in June. It has been exhibited several times now, using rollingstock

constructed by members of the group and has generated considerable interest from the public. Although centred on the station and yard, some mainline running is provided, including the long trestle bridge at the south end of York, and the branch to Quairading and Bruce Rock. The quality of the modelling has to be seen to be really appreciated and the attention to detail captures at once the Western Australian atmosphere.

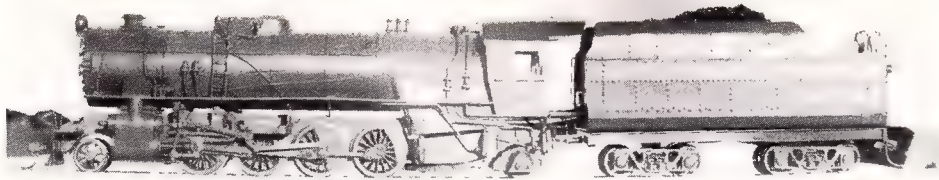
The layout is housed in a ZJ brakevan at the property of Les Hayter and is currently being expanded to include the loco depot. The layout was not exhibited last year but was being

worked over, when I saw it, for operation at the AMRA exhibition this June (1985), to coincide with the 100th anniversary of the opening of the railway to York. A large scale aerial photograph of the actual York station was obtained from the Lands and Surveys Dept, for display behind the layout.

Graham Watson's home layout, Bindiup, has also been exhibited at the AMRA exhibition. This layout for me really brought back memories of the South West of the State. Bindiup is an imaginary station on the South West mainline, fictitiously situated between Coolup and Bunbury. The station buildings are



The station scene at Bindiup — this layout will feature soon in AMRM. Graham Ball photograph.



This model of the W.A.G.R. V class was scratchbuilt in Sn3½ scale by the author, using a brass chassis, styrene boiler and tender and a number of white metal castings to detail the model. Further details re the construction of this model will be featured in a forthcoming issue.



based on Pemberton and the detailing is once again meticulous, down to the open lever frame on the platform and the typical WAGR cheese-head point levers in the yard. The whole station and surrounding area captures that familiar, yet hard-to-define WAGR atmosphere.

The layout offers either two independent continuous runs or one longer circuit. The scenery either side of Bindup station depicts beautifully the type of undulating countryside typical of the South West, including several bridges varying in construction from the old timber trestle type to the modern steel girder type on concrete abutments. Once again, attention to detail is the keynote, and Simon Mead took measurements of prototype structures and prepared drawings for each bridge, before constructing the models.

Track and point construction on the layouts varies from flexible code 100 rail and commercial points, to hand-laid track and points. The minimum radius curve on York is 65cm (26"), while Bindup has one curve as tight as 58cm (23") radius. Benchwork on both layouts uses the American L-girder approach, with both layouts arranged in modules for ease of transport.

If the construction and presentation of the York and Bindup layouts is stunning, then the array of rollingstock and locos accumulated so far can only be described as staggering. Not only is there a vast array, but the consistent quality of construction and attention to detail would equal the best in Australia. Each member of the group has built locos and rollingstock, with slight differences of emphasis and approach. In all, there would be in excess of 80 items of rollingstock and ten locos.

Many of the wagons are scratchbuilt, while others are assembled from resin castings produced in silicone rubber moulds. Patterns are constructed from styrene and cover a range of four-wheel wagons and underframes, with a standard of detail and accuracy which is consistently very high. Some coaching stock has been produced, notably a string of ACL coaches by Graham Watson and a Z9 brakevan by Richard Stallard. The latter incorporates scrollwork on the open end platforms, meticulously soldered together from brass strip.

The range of locos is varied and interesting, the roster to date including: C (4-6-0), F (2-8-0), G (4-6-0), Msa (2-6-0+0-6-2), N (4-4-4T), P (4-6-2) (2 off) and PM (4-6-2) class steam locos; Y (Bo-Bo) and Z (0-6-0) class diesels; and 'Governor' class diesel-electric railcar. At this stage A (2-6-0), O (2-8-0), W (4-8-2) and V (2-8-2) class steam locos are under construction. The approaches to loco construction vary from use of modified proprietary chassis with

scratchbuilt bodies, to completely scratchbuilt locos. The latter category includes both brass chassis and body, and brass chassis with plastic body. Proprietary chassis found to be easily adaptable to WAGR locos so far are the Mehanoteknika USRA Pacific (P, Pm classes), Lima 2-8-2 (V class) and Mainline 03 (Z class). Some experimenting has been done in producing castings of commonly-used components, such as headlights, safety valves and other boiler fittings, cast in type metal in silicone rubber moulds.

Kadee HO couplers are used, mounted at the recommended height for HO vehicles. Although this is slightly low for WAGR vehicles in S scale, and the vehicles are coupled closer together than the prototype, no difficulty has been experienced in operation. Operating 'chopper' couplers are available from at least two New Zealand sources, but their experience indicates that they can tend to uncouple, particularly on down grades, and do not have the automatic uncoupling feature of the Kadees. Therefore most operational NZ layouts use Kadees.

Wagon and loco coupled and bogie wheels are now standardized on products from North Yard, of New Zealand. These are produced to NMRA RP25 wheel contour, gauged to HO standards, but with the correct number of spokes for S scale models of NZ (and WAGR) prototype wheels. Coupled and bogie wheels are available to suit most WAGR steam classes, while NY 12mm wagon wheels are a close enough approximation of the WAGR standard 27½" diameter wheel. These wheels come in eight spoke, two hole disc and six split spoke versions, all of which were used on WAGR wagons.

Wagon and coach bogies are available to suit a fair variety of WAGR stock. The Roundhouse Pullman bogie scales out very close to the 5'6" wheelbase bogie used under Z class brakevans and older passenger coaches, such as AC and ACL classes. The Roundhouse wheels can be easily replaced with 12mm wheels on needle-point axles, which run very freely in the Delrin axleboxes.

Ratio diamond frame bogies scale out very close to the WAGR 4'6" archbar style bogies used under such older wagons as Q, QB, QBB, QBL, QNS, QP, QPS, QD, R, RAM, RD, U, V, VA and Y classes. When the plastic wheels are replaced with 12mm metal wheels and brass bearings fitted into the plastic side frames, they roll freely. The Ratio bolsters need to have some of the top removed, if open wagons are not to sit too high, but on vans it is easier to raise the level of the floor. The bottom of one bolster can be filed to a V shape, if desired, to

produce compensated, three-point suspension of the bogie vehicle.

Cast steel 4'6" bogies ('Bettendorf' in the American terminology — a name not used by Australian railways!) are available in S scale from American Models in the USA, but the bolster needs to have a section removed to suit HO gauge, and appropriate wheels substituted. Four-wheel wagons use etched-brass W-irons available from the EM Gauge Society and Colin Waite in England, to which are glued locally-cast spring/axle box assemblies. The W-irons come in sets with one fixed and one pivoted, to give a compensated wagon chassis.

The spirit of co-operation and rapport within the group is immediately apparent, and all help each other with their various talents. Publicity of the group's activities has been enthusiastically pursued by Graham Watson in an effort to increase the ranks of WAGR Sn3½ modellers to the point where production of rollingstock kits could be viable. A polyester resin kit for a GE four wheel open wagon has been sold at previous exhibitions and it was hoped that a small range of epoxy wagon kits plus a Z class loco body, to suit a commercial chassis, would have been available for the AMRA exhibition in June this year.

Graham recently launched an Australia-wide survey to determine the interest in WAGR modelling and results were received from 35 current or potential modellers. Enquiries are being made to various firms to determine if loco kits can be produced at reasonable rates but this situation is still not clear and the potential demand not yet been determined. It is intended to have a series of WAGR prototype articles available shortly for publication in AMRM in the hope that interest in 'the forgotten system' may be stimulated, and to increase the amount of modelling information available. Any reader interested in making contact with the group or finding out more about WAGR Sn3½ modelling should contact Graham Watson, 20 Wynne St., Hazelmere, 6055, enclosing a stamped SAE. ■

COMPUTERISED PHOTO FIELDBOOK for a SHARP PC1500

Continued from Page 16.

number of columns in the main array can be varied to suit a specific application. If the value of B is altered to read $B = E + 1$ on lines 1 and 86 and if the value of E is altered to be the number columns minus one (the zero column is used), then the array is changed.

So what does the one byte of data tell us? For this user, whose main interest is photographs, a great deal. Although limited, careful use of the information provides enough detail for field use.

For the fieldbook use, certain letters were used to describe features of rollingstock. Some examples are: B — Barframe bogies; C — Cast steel bogies; R — Roller bearing bogies; S — Wagon stencilled for special traffic, etc.

By using and remembering some of these special 'memory flags', it is possible to recall what the wagon looked like the last time it was photographed. Even without this possibility, the fact that data has been recorded against the wagon number indicates that it has been photographed. No data visible on the display quite simply means 'NO PHOTOGRAPH'. ■

COPY DEADLINE

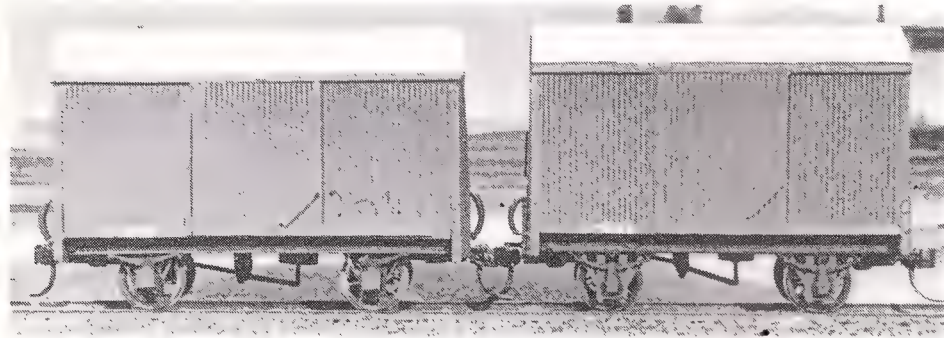
Please note that the Deadline for Advertising and Copy for the October 1985 issue has been advanced to 7th August 1985. Please be early — *Managing Editor.*

MODELS FROM THE WEST

Graham Watson



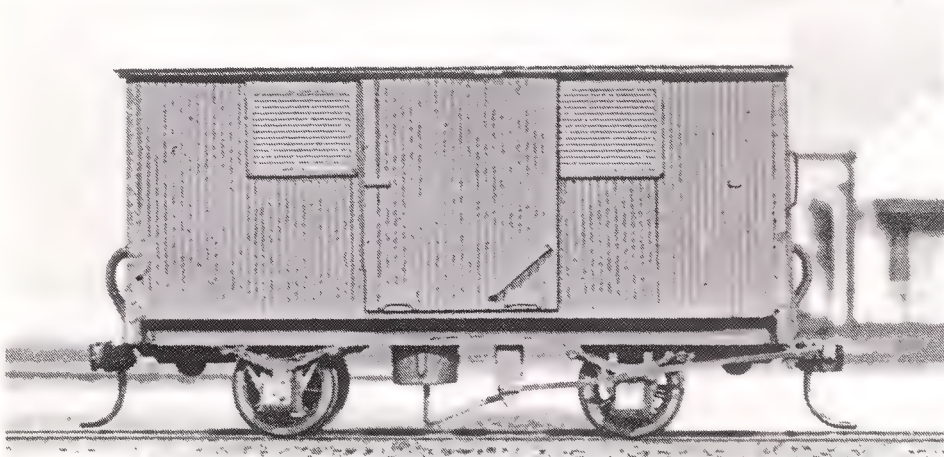
This interesting pair of wagons has been modelled on the WAGR M class, which were used to carry coal boxes of loco coal. Maygib wheels were added to lowered Ratio 10' underframes and the coal boxes were built up from Northeastern stripwood.



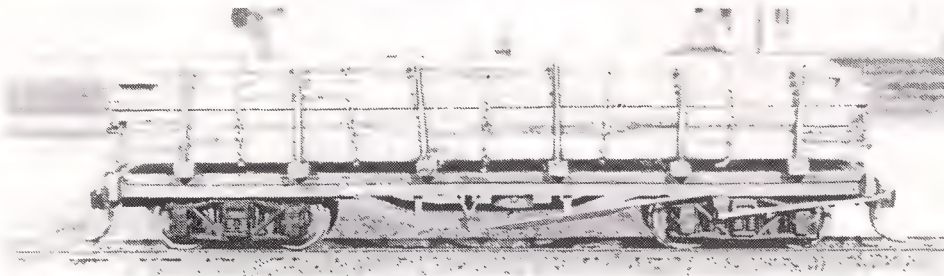
Presenting Sn3½ scale models, built by modellers associated with the 'York' layout. This issue, models built by Graham Watson are presented.

Photographs by Bob Gallagher.

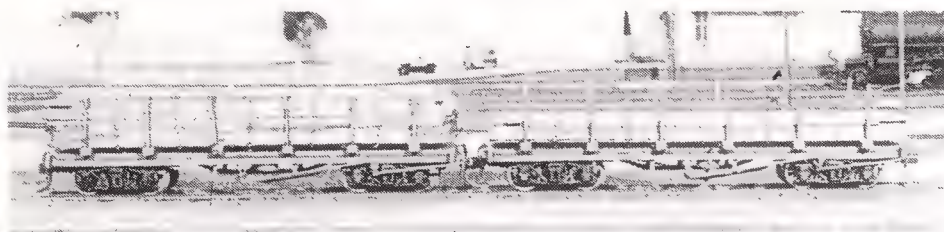
These two D wagons show how the same end can be achieved by different means. Bodies and roofs were built from Northeastern timber. D5165 has a scratchbuilt underframe whereas D1909 has been built on a Ratio 10' underframe kit.



DA class van. Unlike the D wagons, this model has been made up from cast resin sides and ends cast in rubber moulds. The roof has been made up from two layers of Northeastern timber sheet. Purchased items were W irons, wheels and brass strips.



A full load of Kauri planks heading to the market on QBB 1973. Underframe and truss rods were cast from moulds, decking from Northeastern timber and the cast bolsters have pre-shaped Code 70 rail inserted in them. The bogies are Ratio with North Yard 12mm wheels.



QBB 1884, on the right, was built using the same methods as for 1973 except spoked wheels have been fitted. Painting of all the wagons, except for the R class open wagon, was by brush using a Floquil mixture of 60:40 Zinc Chromate and Box Car Red.



The R class wagon has a similar underframe to the QBB models. However it has been built up from Northeastern timber and Plastruct pieces. The sides and ends were built up from Northeastern timber and detailed with Romford brass strapping. Humbrol BR Freight Bauxite was used to finish off.

Sir,

In the interesting article 'Mt Wilson' by Trevor Moore, AMRM April 1985, he refers to the need for passing or momentary contacts as required for solenoid point motors would provide problems using PMG lever keys.

This has prompted me to pass on a way of wiring these keys for passing contact. My information was gained many years back in the British magazine, 'Railway Modeller', though how far back I am not certain, but I do acknowledge the now unknown author.

Solder a jumper wire to contacts 3 and 4, then 5 and 8 then 9 and 10. The power input wire is soldered to contact 5 or 8, the reverse side wire soldered to contact 2 and normal side to contact 11. Contacts 1, 6, 7 and 12 are not used. Finally bend levers 2 and 11 as necessary to ensure contacts 9 and 4 make before contacts 3 and 10 break.

As a safety precaution against point motor burn out, I fitted a push button switch on the input line; this means a two handed operation to change points. However I have found this to be no problem. As only one side is used for point operation, the twelve contacts on the other side of the lever are used for colour lights, signals, polarity or track isolation. To avoid confusion in the control box, I painted the side modified for point switching.

I hope this information will be of some help to the modellers who have PMG lever keys.

While putting pen to paper, I would like to request that when a loco or rollingstock is being reviewed, could we have some dimensions. This is done in some cases and it is very useful for us modellers that are modelling in 4mm, so we can decide whether that particular model can be adapted to our own requirements.

Bill Housego,
Prospect. 7250.

Sir,

After visiting the 1985 Brisbane Model Railway Exhibition, I have decided to write to you to express my disappointment, and also because I am concerned as to where our hobby is heading.

Firstly, I would like to give my interpretation of a model railway exhibition. Take the words 'model railway'. To me it means the subject of railways in miniature which has been attained by a person's own individual skill, no matter how small. This is quite distinct from a 'toy'.

The word 'exhibition' — this is where the 'modeller' takes his work and shows the novice and the general public what he or she can do, bringing encouragement and even help to would-be modellers.

Now, back to the Brisbane Model Railway Exhibition. I could count on one hand the number of layouts that were 'model railways' in the true sense of the words. That is, where some effort was made to convert the items from toys to models if they weren't models initially.

There were too many exhibits which were just straight out of the box and placed on the baseboard, and I was appalled to see such a magnitude of technicolor trees! Then there is the usual complaint, often mentioned in this magazine and others, of trains racing around at a scale 300kmh! I need not bother adding to this as most of you modellers out there know exactly what I mean.

Then there were the 'layouts' which appeared to be owned by ego-trippers. The scales of the trains on the same layouts, running together, were not consistent, i.e. British with American etc., simultaneously! And some had brass locos with not even a coat of paint on them. These people obviously have money but this is hardly the way or place to display their affluence.

I think the Model Railway Organisation at exhibitions should realise the difference between model railways and moving toys. The organisers are failing in their duty to inspect all prospective exhibits (which, it is a fact, they don't always do) so that an acceptable standard of models is maintained.

I hope that I will contribute to next year's venue and pray I'm not next to a Lego train set!

Keith Trueman,
Petrie. 4502.

Sir,

Recently, while visiting Geelong, I took the opportunity to visit South Geelong Station and its adjoining goods yard.

The only freight that South Geelong appears to have is through a fuel merchant that occupies the old SEC sidings, at the down end of the yard. Briquettes appear to be a main source of income as there always is a large pile. In order to unload the wagons, the mer-

chant used an unusual process that aroused my interest.

At one of the sidings was a conveyor belt where the briquettes would be taken to the pile. A tractor, which had a very strange 'hoe'-like attachment at the front, was used to unload the wagons. Incidentally, this process was long and very tedious.

The tractor would position itself against one of the wagons and with its 'hoe', pull out a load of briquettes. The briquettes were then pushed on to the conveyor belt. The tractor, in order to unload the 'G' wagons, had to manoeuvre around the little yard and this added a good deal of amusement to the bystander.

This interesting process could be adapted to be employed on a layout that has a gravel, coal or briquette business. This will add character to any layout.

I hope that such old fashioned methods in a technologically oriented and rationalised industry will remain.

Congratulations for such an informative and interesting magazine.

Steven Haby,
Box Hill South. 3128.

Sir,

I was a bit surprised when reading the review and news sections in June A.M.R.M., concerning the Punchbowl Hobby Centre N.S.W. 40 class diesel. I look forward to these sections, both being very informative and helpful. However they tended to be a bit harsh on this model as I think its choice was not solely for N.S.W. outline but also American modellers. It's been stated before in your magazine that to make a success of a model in Australia, it has to appeal to a wider range of modellers, both prototypically and economically. This I feel the model achieves and with a superior mechanism (which I might add the Trax N.S.W. 48 class doesn't).

Keep up the good work on an excellent magazine and those colour pages are great!

Graeme Robinson,
Croydon Park. 2132.

The model under discussion was reviewed as it was advertised — a N.S.W.R. HO scale 40 class. Just because it was produced for a wider market does not necessarily imply that it must be judged leniently. AMRM reviews have always strived to point out the inadequacies in prototype detail — the review of this model did just that. — Editor.

Sir,

In your April AMRM you had an article on the X200 class and as an engineman at Eveleigh I can say that they are not a delightful little locomotive but an overgrown match box toy and anyone who says they are not, has not spent 8 hours driving one on rough tracks. There is not much more you can say about them except scrap them and use 73 class locos instead.

Your magazine is about the best on the model railway scene and I will always buy it.

Thank you for the up to date stories and information.

A.J. Purse,
Busby. 2168.

P.S. I have purchased one of the Punchbowl Hobbies 40 class or should I say the RSD4/5 and have made a lot of alterations to it and it now looks very close to a 40 class. I will send a photo as soon as I can get one developed.

Sir,

Re — 'Not Bloody Menangle Again . . .' Again.
People wishing to avoid public scrutiny often invent little mates to take the blame for them. Well, I have this little friend who attended the 1984 AMRA Exhibition at Liverpool and, guess what he said when he saw a certain layout on display . . . you guessed it — 'not bloody Menangle again!'

Now I must confess that the comment was made as a bit of a joke, but John Burgoyne overheard it, prompting his indignant and self-indulgent article in defence of the layout (published in AMRM June 1985).

The remark was not meant in a derogatory way. We agree that Menangle is a superb layout making every sort of contribution to the hobby which Mr. Burgoyne writes about, and then some more. We certainly don't mind seeing it again and again, or other great Aussie layouts such as Mt. Wilson, Hawkesbury/Knapack or Crafton to name a few. Like spoilt schoolboys presiding over lunch-box offerings — 'oh no not sweets again!'. What we do mind is that the stimulus which

Menangle provides has not materialised into further layouts. If Menangle is the Genesis of a new breed of display layout then where are Exodus and Leviticus?

Is there life after Menangle? Will anyone ever attempt to do better? Has it set such a high standard as to deter similar projects for fear of endless comparison? ('ah yes, but is it as good as Menangle?')

Will there be a 'Menangle II' or 'Son of Menangle'? Where does the concept of modelling a prototypical Australian setting of high quality and authenticity go from here? We await the appearance of the new Master Layout. We have followed its star from the Southern Cross and one future day we will find it stabled proudly next to its predecessors — side by side like a line of thoroughbreds — 'Picton' out of 'Douglas Park' out of 'Menangle'.

In all seriousness, I am pleased that one idle comment has generated such a volume of positive discussion touching off debate on the role of exhibitions and the 'roll' (Bob Gallagher's spelling — not mine) of AMRM. This type of open evaluation must be good for the hobby AND the industry.

Finally, Mr. Burgoyne, just for the record, my friend has built three layouts, he enjoyed your articles on Scenics, and has never raced slot cars, even though you suspect he may be the type who might.

Johnathon Willoughby,
Liverpool. 2170.

Sir,

I would like to express my gratitude to Greg Edwards, Neil Cram, Allan Watson and the other readers who kindly answered my enquiry concerning variations of the NSWGR (Z)17 class locomotive and whether the (Z)17 was ever fitted with the Baldwin bogie tender. The trouble that these fellow modellers went to in providing information is appreciated and of benefit to the hobby. I am prepared to accept Allan Watson's information concerning loco 1706 and have decided to partner my brass HO (Z)17 class with a spare Baldwin bogie tender I acquired and will number it accordingly (i.e. 1706). After all, who wants to 'copy-cat' all the other (Z)17 class model owners in the realm? Whilst on the subject of expressing appreciation, I would like to commend our Managing Editor, Bob Gallagher, for his efforts in researching the various 81 class identities affected by the side 'air intake' vent modification (p.25 AMRM Issue 132 — bottom right para). It would be appreciated if readers in the know would contact A.M.R.M. if they can add further to the information already collected, because of the significant value of such knowledge to the 'factual' modeller. And let's face it, who doesn't like to be reasonably correct at times?

Nevertheless, whilst I value R.K. Wilson's recent article published in Issue 132 of AMRM concerning 'Green Locomotives in New South Wales 1930-1950', I have decided to livery my newly acquired Superheated (C)30T in green with a black smokebox and number it 3144, which I am led to believe was a matter of fact in respect of the prototype during its last years of service at Temora, NSW in the late 1960s. Can any reader confirm whether both locos 3142 and 3144 were ever in fact painted green by loco depot staff at Temora around 1966 or 1967 and whether loco 3144 was fitted with a 'P class' six wheel tender at the time of being painted green? Also, can anyone confirm the year that saturated (C)30T loco 3028 was painted blue whilst at Dubbo, NSW and what type of tender accompanied it in the blue colour scheme? Was the colour a deep or sky blue? Thanks be to Allah somebody decided to vary the predominance of the NSWGR black colour scheme on some of the prototype branchline locos during the actual steam era, which gives the factual modeller a bit of latitude in selecting a livery for a model. Not that I don't personally prefer black and not that a 'matter of fact' would affect me if I didn't happen to like a particular colour scheme, like that which currently adorns the SRA 81 class loco fleet today. Urky!!

In digressing, I would like to announce that I took delivery on 1 June 1985 of my HO scale 81 class model liveried in the 'traditional' Indian Red and Crome lined NSW colour scheme. To my knowledge, I now have possession of the only correct (or what it ought to be) liveried 81 class in the world and it's not for sale. Offers over US\$1 million may be considered. What a magnificent paint job!! for which I would like to thank my friend, Doug Rowe and also Joe Callipari of Casula Hobbies for having supplied me with an unpainted 81 class model despite the threats made by 'Lollioppers' and tasteless purists. Despite the possibility of any reader comments to the contrary and fictitious railway rumours, I carried out my own investigation of the story

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Bentmore station is a hive of activity as the A² class ends its journey on the passenger express. Graham Ball photo.

BENTMORE

Harry Bender describes his O scale layout.

History

My first serious venture into railway modelling started in 1954 after joining the Victorian Model Railway Society when building O gauge models of American prototype. After a number of years, I somehow ventured into TT scale, a mistake I have always regretted. A rather extensive layout was commenced, but just building a layout and running proprietary rollingstock gradually lost its appeal. There certainly was no challenge in producing one's latest purchase at Victorian Model Railway Society meetings when others were showing scale models, built in the home workshop, especially in O gauge.

The competitive spirit in the club convinced me that O gauge was the only scale to model in, so A² 971 was constructed in 1963 and the TT layout was dismantled. More locos were built, followed by numerous wagons. As all these models were built entirely from raw materials, little time was left for layout construction. The number of locos and wagons increased considerably, culminating in a pressing need for somewhere to run all this equipment. A layout was eventually constructed,

lasting for a number of years, during which time various rebuilds occurred.

Upon the completion of H220 in 1978, it was found that the trackwork was not adequate for such a large loco. Rather than modify the track, it was decided to completely rebuild. Besides this, the layout lacked that prototypical appearance which is so important in obtaining the correct visual effect. Again the wreckers moved in, with the whole lot being ripped up. Plans were drawn up and a new layout commenced, culminating in the birth of 'Bentmore'.

Aim

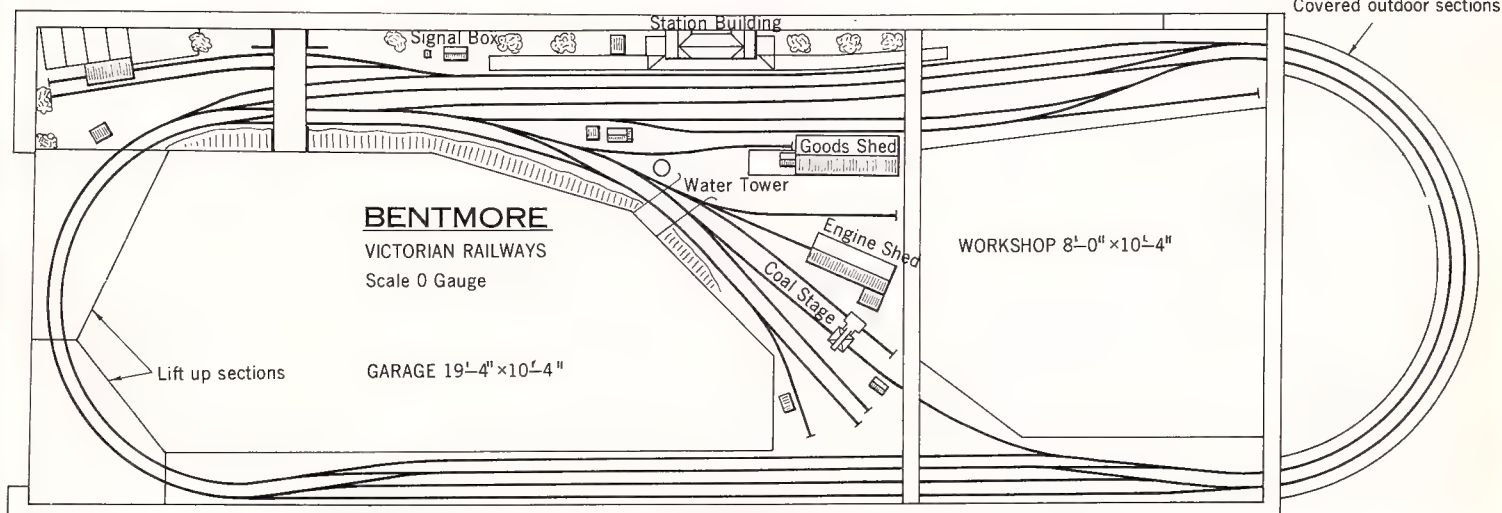
Having built a large collection of O gauge models, the aim was to have somewhere to view and operate them in a prototypical environment. This is the only reason Bentmore was built, as my preference is building models rather than running trains. With this aim in mind, trips were made to various country railway yards, where photos were taken. These assisted greatly as a reference when trying to obtain a good visual effect, particularly in relation to the appearance of the track, where dirt and weeds are evident and sleepers barely

visible.

In operation, the aim was to achieve reliable performances from the locos, with scale speeds and smooth running. This can only be achieved with powerful, slow running home-made motors, with the correct gear ratio certainly no higher than 15:1. Nothing pleases the eye more than to see an A² with the country pass, gradually increasing speed when leaving the platform, or H220 with a heavy freight slowly entering the yard and crawling to a halt. The thrill of perceiving such sights in model form can only be achieved in O gauge. I will probably incur the wrath of all the 'Flea' gaugers now!

Design

Bentmore yard was loosely based on Wangaratta, with the addition of reasonable engine facilities. These, to me, were most important as my greatest love and challenge in this hobby is building locos. The track diagram shows a single face platform, being most common in Victoria, with goods facilities opposite. The double track approach at each end of the yard was originally designed for single track. The head shunt at the west end was eventually





Above: Following the similar construction style used on most of the buildings, the station was fabricated from masonite sheet and covered with brick paper. The advertising hoardings were constructed from balsa sheet with real labels added. Some were from tinned products while the tobacco advert came from a pipe tobacco pouch. Photos Graham Ball.



Left: The main industry at Bentmore is sited in the corner of the room behind the goods sidings. The main signal for Bentmore is in the foreground. Graham Ball photo.



connected to the storage roads, while the east end head shunt was converted into a reversing loop, thus allowing locos to be turned, as insufficient space was available for a turntable. Perhaps not the best of designing, but it works.

Baseboards

The whole layout was built in sections of various shapes to accommodate the track diagram. These were bolted together with coach bolts to ensure accurate alignment and connected with multi-pin plugs. Two lift-up sections across the doorway allow the car to be stabilised. Each baseboard section was constructed from 3" x 1" timber for the framework, then covered with 1/2" pineboard glued in place. Half-inch caneite was then overlaid to assist in sound-proofing. The covered outdoor section was constructed, utilising the plywood from a crate, thus resisting the weather and is a permanent fixture to the end of the garage. A masonite fascia, painted dark brown, was added to the edge of each baseboard, with black curtains hung to hide all the junk underneath.

Track

Without well laid and correctly scenicked track, no model railway will ever have that prototypical appearance. Therefore, the track must receive the most attention to obtain a good visual effect. Naturally, to achieve this, only hand-laid track is suitable; besides it is certainly much cheaper than using ready-made track.

Code 125 rail was used for the mainline, with code 100 for all sidings. The trackplan was first drawn onto the caneite, then a groove was cut along the centre of each track, for the feeder wire to the studs, which consist of 5/16" brads. These were located at every third sleeper spacing. 20amp fuse wire was then laid in the groove and wound once around each stud. The wire was then soldered to each stud.



Above Left: Bentmore signal box, another Masonite based structure. The windows are perspex, masked with tape, the framing was then marked out and the tape removed from the frame area only. The glass area was then sprayed white, and when dry the masking removed, leaving the effect shown. The water crane was built and donated by Ford Niquet. Harry Bender photo.

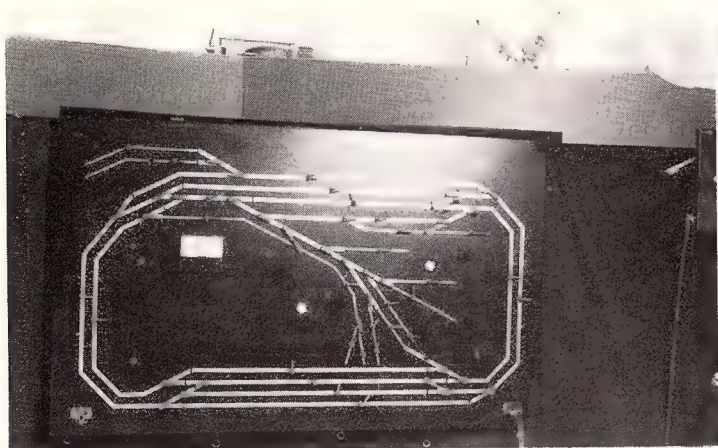
Left: Some of the detail around the goods shed. The placement of these items has a good effect. Graham Ball photo.



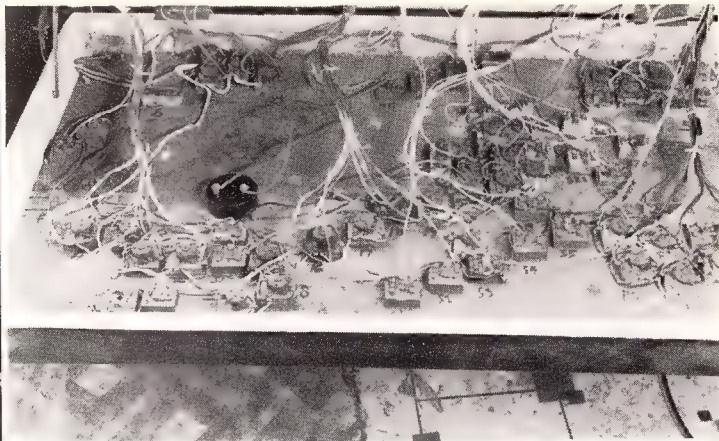
The Spirit of Progress, hauled by an unstreamlined S class departs Bentmore, while J535 arrives with a goods. Harry Bender photo.

Illustrated below is the goods shed and its surrounding scenery. The shed was fabricated from masonite and covered with corrugated aluminium. The platform was covered with scribed balsa to represent the planking. Graham Ball photo.

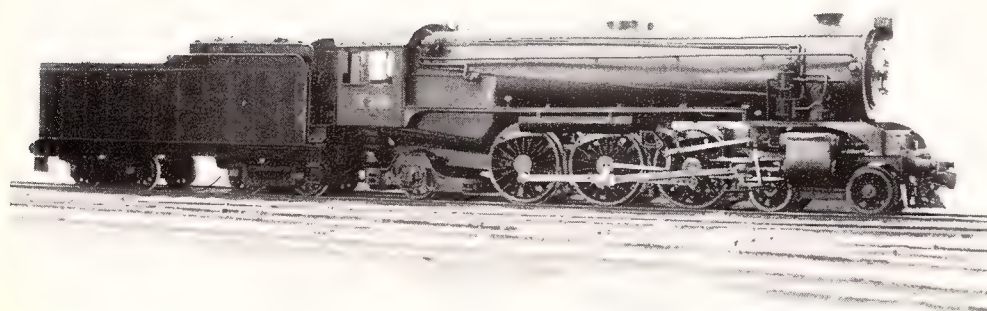




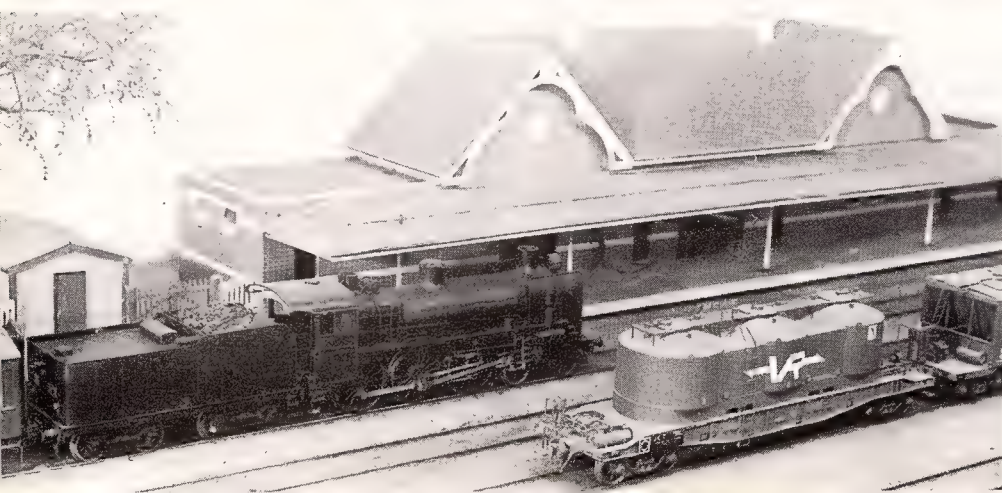
The control panel, showing how point motor switches indicate route setting of points. The track diagram was represented by the use of lining tape, as used on motor vehicles.



The back of the control panel illustrating the home made switches and the neat, precise wiring. Both photos by Graham Ball.



Pride of the fleet is S303, clearly showing that its builder is not swayed by streamlining.



at the same time adding a dab of solder on top of each to eliminate corrosion, thus ensuring good electrical pickup from the locos. Naturally all this is not necessary for anyone using two rail pick up, but who would waste time insulating wheels and couplings in O gauge, especially when all these items are produced in the workshop. Admittedly the studs detract slightly from an appearance angle, but saving time is always of the utmost importance, as well as trouble-free running.

Sleepers were then glued in place with Aquadhere and spaced slightly closer than scale to obtain that visual effect. These were cut from $\frac{1}{8}$ " ply for the main lines and main yard roads, with $\frac{1}{32}$ " balsa for all sidings. They were then stained with black leather dye diluted with metholated spirits. Rails were then spiked into position, with all point components shaped and fitted in a similar manner to that described in the 'Track' articles by Clive Huggan in AMRM. The sides of the rails were then painted with a suitable mix of plastic paint, applied with a special home-made roller.

Ballast consists of very fine stained cork granules, fixed in position by first spraying with water with a little detergent added, then applying diluted latex adhesive. When dry, excess ballast was removed and point blades cleaned and checked to see they were not glued to the stock rails. All this looked good on the main line but where can one see perfectly ballasted track in railway yards? As Bentmore mainly consists of yard area, some method had to be devised to obtain that typical yard trackage. The previously mentioned photos of various country yards showed that nowhere in yards and sidings, and especially in loco yards, could ballasted track be seen. Only sand and weeds with sleepers barely visible were evident.

This was simulated by applying fine sand of various colours over the ballast, sifted through pantyhose and fixed in the same manner as the ballast. Again care had to be taken around point blades so that they remained free to move once the glue had set. As the weed killer train has been most effective while spraying the whole yard area, no weeds as yet are visible. However, weeds will eventually be applied once I can come up with a quick and easy method to obtain the visual effect.

Electrics

Power supply consists of 24v DC, fed to a home-made rheostat controller. A second con-

Above Left: Bracket signal controlling the entrance to the yard. This was one of the most difficult projects undertaken in the whole construction of Bentmore, including rolling stock. Photo Harry Bender.

Left: Another view of the station building. Note how it is in part relief, using the side wall of the room as a backing. Photo by Graham Ball.



Harry Bender's prime interest in the hobby is building models — Bentmore is used to store the models after being built and before any re-builds. These two photographs illustrate the colour of the layout and the structures. Ian Thorpe was the photographer, and like any railway photographer Ian had problems with the posts. For a layout which is just used to store the models, note the detail; the broken fence, spare sleepers and the trees. The goods shed scene, illustrates the weathering style used on the corrugated iron as well as the diverse range of locomotive styles built by the author. The small studs between the tracks are part of the electrical pickup system.



troller is envisaged, to enable two trains to be operated simultaneously. All section and point motor switches are home-made, as well as the point motors. These consist of a single coil pivoted at one end, the other end having a mild steel head which is attracted by either pole of a permanent horseshoe magnet, depending on the direction of current, thus locking the point blades in position. Therefore the switches to operate these motors are of the reversing type and also show the setting of each point on the panel. Once the road is set, a push button for each group of motors is used to activate them.

Section switches are three position with centre off, the other positions visually showing on the panel which controller is being used for that particular section. This, of course, will become effective when the second controller is built and installed. No fancy controllers are necessary as all locos are fitted with a powerful home-made motor and flywheel, thus ensuring perfect control down to a very slow crawl, and it all cost very little to make (that's the important bit).

Scenery & Buildings

Embankments and grass areas are represented by the use of carpet underfelt, sprayed with various shades of olive green. As my wife has a good eye for colour, her advice has been greatly appreciated. At the edge of one section of the baseboard the grass area has gradually lost its colour. This is due to the constant resting of elbows by numerous visitors, particularly that mob from AMRM who, during their past visits, persist in using this area as a resting place for their tinnies! Trees were made by cutting and trimming suitable branches from a type of Ti-Tree out of the garden, then spraying

the foliage with various shades of green, mainly to preserve the foliage. This source has now died, but fortunately a neighbour's tree is still available.

Buildings are all constructed in the home workshop, the main materials being balsa, card, wood and masonite. Some were covered with building paper, while others were covered with home made scale corrugated sheeting. Certain buildings are based on actual prototypes, such as the signal box, which was based on the now dismantled box at Tallarook. The station building was modelled after Bairnsdale, while the goods shed was inspired by the



The engine servicing section is found at the side of the engine shed. Note the coaling tower, based on South Australian Railway practices, and built from plans found in AMRM. The workshop can be seen under the backdrop. Graham Ball photo.

one at Sale, now also dismantled. A mixture of various prototypes was used for the loco shed. A prototype article in AMRM was the inducement for the coaling stage, the model of which has been described in this magazine. Various other buildings were derived from photographs.

Lamposts are certainly the most prominent feature of any railway yard. Of all the photos taken of prototype yards, there was not one photo which did not show lamposts in abundance. Yet they seem to be seldom modelled; after all most freight movements are carried out by night.

The poles were made from $\frac{1}{4}$ " dowel, planed to a taper and stained the correct colour, with leather dyes diluted with Metho. Cross arms are castings complete with insulators, painted and glued to the poles. Lampshades were formed from copper in a special tool, soldered to the support arms and fitted to the poles.

No railway yard would be complete without signals. There are still quite a few to be installed but, owing to the complexity of constructing scale lattice masts, especially the bracket type, this project will take some time to complete. Briefly, the masts are made from $\frac{1}{32}$ " brass angle, with 0.008" fuse wire for the lattice work, soldered together with the aid of jigs. Castings were utilised for the arms and brackets, lever and pulley brackets, and shunting discs. All movements operate but as yet have not been connected for remote control.

Locos

Building a model loco is by far the most challenging aspect of this hobby. On completion of the loco, one is rewarded with a great feeling of achievement upon seeing the model operate. All models are built from brass. The only purchased items, apart from raw materials, were the Eclipse magnets for the



The engine shed and wood pile, the latter no doubt used to light up the engines. Photo by Graham Ball.

motors, everything else having been produced in the home workshop, including wheels.

There are seven locos on the roster at the moment; A² 971 built in 1963 being the first, followed by X42 later in the same year. My favourite model, S303, the unstreamlined version, was built in 1964. After a seven year stint of rollingstock and layout construction, C13 was completed in 1971, followed by T411 in 1972. Four years elapsed before J535 was built and finally H220 in February 1978. T411, a third series, is the only diesel at present in operation. Time taken to construct each model ranged from 190 hours for the A² to 307 hours for H220. A future article describing these locos is under preparation and hopefully, with the Editor's permission, may be published in

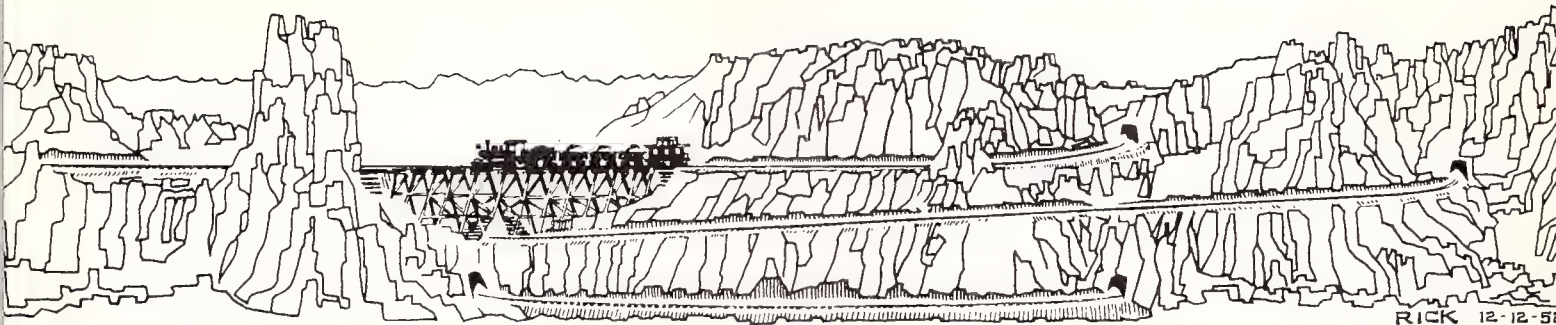
AMRM.

Rollingstock

Five W cars with a CW van make up one passenger train. These cars were constructed from card for the sides and ends, with a balsa roof and naturally a tinplate underframe. Other passenger cars consist of AS, BS and AZ cars with a CS van. The sides and roof of these cars are made from one piece of 0.060" perspex, heated in the kitchen oven, then formed in a mould. Some cars were fitted with styrene underframes, while later models were fitted with a more successful and robust tinplate underframe.

Currently there are 54 freight vehicles and

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VULCAN VALE – Part 3

A Magnificent Obsession Takes Shape – As The Builder Becomes a Wood Butcher!

Rick Richardson presents Chapter 3 of the Vulcan Vale Railway.

An empty room, a fully dimensioned track plan, fifteen hundred lineal feet of assorted timber, and a puzzled me! The dilemma wasn't about the simple, if time-consuming, carpentry involved in fabricating the all-important foundation framework, it concerned the problem of where to actually start in on the frame assembly.

The mass of elevation and radius figurings on that 1952 working drawing showed that, amongst other things, with the exception of sections of the two yard areas at opposite ends of the room, none of the trackbed was level, always climbing or descending on varying radius curves and short tangents at a steady 4%. Some track ascended to shoulder height, some dipped well below table level, loops were overlaid on or interlaced with loops and at six locations the route actually passed through the pristine beauty of my lovely new walls.

A start was eventually made by cutting the two pairs of track and hand-access apertures through the rear wall below the future location of Mt Thor. The reason for commencing construction here was about as basic as you can get. The wall existed! It was 'there', visible, touchable, waiting to be drawn on and cut and worked upon, whereas all the rest of the framework was still an airy-fairy imaginary thing floating in the empty air of that empty room. After all, I had never built a layout and the handful of scale model railways that I had seen were all virtually flat track-like constructions for O gauge, not even remotely similar in concept to the miniature Herculean hills scheduled for early genesis in that space.

Slitting through the inner and outer wall skins was no problem, but building the odd-shaped structure enclosing this short arc of roadbed turned out to be an unexpectedly complicated joinery project. The tiny mezzanine had to be weatherproof, neatly finished within and without, and its floor was required to maintain a curving 1-25 grade, terminating at each 'portal' at differing exactly correct heights on the interior wall face. The final result was a rakishly slanted self-supporting external protruberance vaguely resembling a cross between a brace of medieval cannon ports and a gun blister on a World War II "Flying Fortress". It happened to be aimed directly at the house of our rear neighbours and their almost immediate departure for another address was not, I understand, related.

The 'tunnels' through the end wall were fabricated on the work bench as 4" wide by 6"

high wooden ducts each cut to match the particular bisection angle and grade where the individual tracks passed through the wall. These ducts were inserted into the wall cavity from inside the room through apertures angle cut in the interior lining, the outer ends being butted tightly against the interior face of the weather-proof external cladding. The latter was not cut through at that time because the storeroom then didn't exist, although working from one side only made fitting the ducts much more difficult.

By far the most exasperating of these to make and neatly insert was the duct behind and above Charade, where the roadbed crosses through the wall on a 30" long acute-angled slew while still maintaining 4% grade. Enthusiasm and patience can ease the most tedious of tasks, but it was as well I didn't then know that a quarter century was to elapse before trains operated through those four so carefully placed and angled openings.

The benchwork front frames were next assembled, and when fixed to the floor and each other became rigidly self-supporting. Temporary clamp-held beams were then placed to span the void between these bench fronts and the room walls, and from these hangers it was possible to suspend with strong cord, or prop up with makeshift braces, whole lengths of pre-assembled roadbed at correct elevation, grade, and location. Permanent beams, brackets, and braces were then installed to fix the roadbed securely in place.

The 4" wide trackbed was part pre-assembled on the room floor in long lengths, in fact all the curved sections were so made, with on-site trackbed joints on the layout frame being located only in the tangents at supported points. Curves were assembled by cutting arcs from 8" wide boards and strengthening the long 30 degree oblique joints with three $\frac{3}{8}$ " diameter dowels and two 4" wood screws per glued joint. Canite was glued to the upper faces of the completed lengths, and edges made neat and square prior to assembly into the framework. The 5'4" diameter spiral was fabricated into one continuous length on the floor, lifted into place, suspended on cords, then flexed to the 1-25 grade rather like a huge coil spring, before being permanently fixed where it hung.

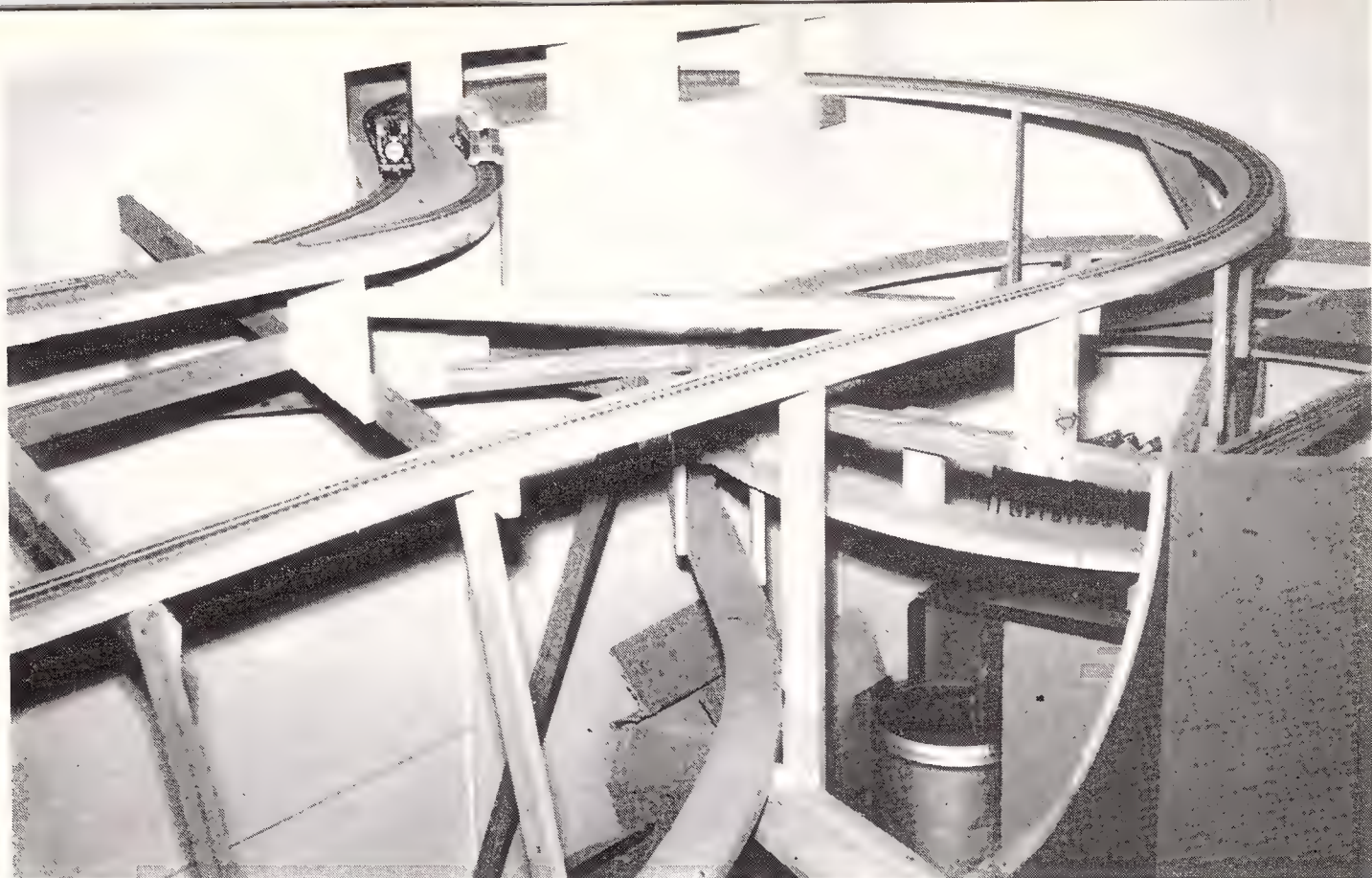
I ran into structural difficulties at several locations because of the need to maintain track clearances. However, as the permanent support system within the frame complex grew and multiplied, so it became progressively eas-

ier to locate additional props and hangers clear of adjacent alignments above or below the section being installed. Because of these problems, however, the trackbed appeared on the evolving frame in disjointed sections, rather than growing progressively from one end or the other, as might be imagined. And as each section was fixed, it was 'load-tested' by the simple expedient of kneeling or standing on it. If either the trackbed or supporting frame showed movement, more bracing was added. Finally, all the temporary props between the suspended framework and the room floor were removed to leave a clear under-layout access-way throughout.

The foregoing carpentry took me a great deal longer to accomplish than seems possible in retrospect. But I was working alone at the project, and this was way back when the new and then strange exhortation to 'do-it-yourself' was still only a whisper across the land, and the present-day glittering complexity of 'home-handyman' power tools was just a calculating crystal-ball gleam in the eyes of the electric tool makers and retailers of the nation. So my building and the layout frame within it were built exclusively with hand tools, in much the same way I had been shown and taught as a twelve year old by my endlessly patient father.

All the straight sawing was done with suitable rip and panel saws, the curves with a medium toothed bow or bucksaw, the outer edges of these arcs dressed with a jack plane, the insides with a spokeshave. The drilling for the multitude of woodscrews was speeded by using three hand-drills, one holding a clearance drill, the second the correct size for the screws in use, the third fitted with a countersink bit. All the quite strangely angled framework joints were close-fitted, glued and double or triple screwed. As the grades were a standard 1-25 throughout the construction, a 3'0" long wood framed spirit level was modified by screwing an accurately planed wedge shaped addition to the underside of the tool. When this odd-looking instrument was placed on the trackbed during assembly and indicated that the grade was dead level, it was in fact precisely sloped at 1-25.

Testing the rigidity of the trackbed and frame by standing on it, as previously mentioned, might seem something of an overkill. But there were to be a couple of high-level background areas in the future plasterwork where the only practical access would be along the roadbed, so it was essential that this and the foreground frame be strong enough to



Where it all started! The two pairs of track and hand-access apertures through the rear wall below the future location of Mt Thor, pictured in June 1956. For obvious reasons, the trackbed where the combine is standing was later widened. Photo by the late Bryan McClure.

A closer view of the same site as that shown in the 1956 photo, as it appeared in February 1981. Mt Thor's flank rises to the right, the rockfaces to the left are the background to Mt Thunder Siding. Apart from the track, nothing in this picture even approaches being complete. The scenery is at present difficult to effectively photograph, as it all still remains in a monotonous pale grey colour — photo by author.





The imposing 1905 premises of Tomb & Graves, situated in Figment Lane on the outskirts of Charade in Victoria, Australia. Perhaps not surprisingly, this factory is still the sole supplier of purple plinkers for world wide markets! Of much greater importance is the fact that transporting the raw material for Tomb's manufacturing process is the principal reason for the continued existence of the VVNGR. Solid trainloads of purple and lilac coloured trinkle bound for this factory are regularly hauled through the Vales of Vulcan by a fleet of Shay locomotives. The ore is drawn from a large ore-bin in 36 mile distant Pseudo, but is first graded and processed at Perrin's ramshackle roller trinkle mill. (Illustrated at the head of Part 1 of this story and in colour in AMRM for December 1984). The bluish substance heaped against the building in this photo is valueless trinkle clinker, a waste product raked from the ash-door visible in the base of the primary roaster at the left. The timber retaining walls support the lead track to the loco coal stage (out of picture to the right) and the factory twin sidings (see track plan). The model is about 3'3" (1 metre) long and stands approximately 1'6" (46cm) tall. It still lacks some final details and colouring. The tanks and associated plumbing on the boiler house roof and the dilapidated sheds and tanks at the extreme right are the recent work of Grant Richardson. The 27 finely detailed double hung sash windows in the building were specially designed and cast in soft metal by Claude Henderson, a Melbourne model railroader, way back in 1957. To permit access to the dozen or so internal 12 volt light globes, the entire building lifts out in one piece, leaving on the site only the clinker pile, and the loading-dock platform. Everything in this March 1985 picture, including the rollingstock, is scratchbuilt, and much of it is about 25 real years old! Photo by Mark Linhart.

be walked and climbed upon without flexing. Previous experience with non-model railroad plaster ground-work in life size natural history dioramas had also demonstrated how heavy this skin could be. In fact, any sizeable and long-lived, permanently-fixed layout with a plaster epidermis can slowly and imperceptibly acquire a massive additional 'axle-loading', of which the builder(s) may be blissfully unaware.

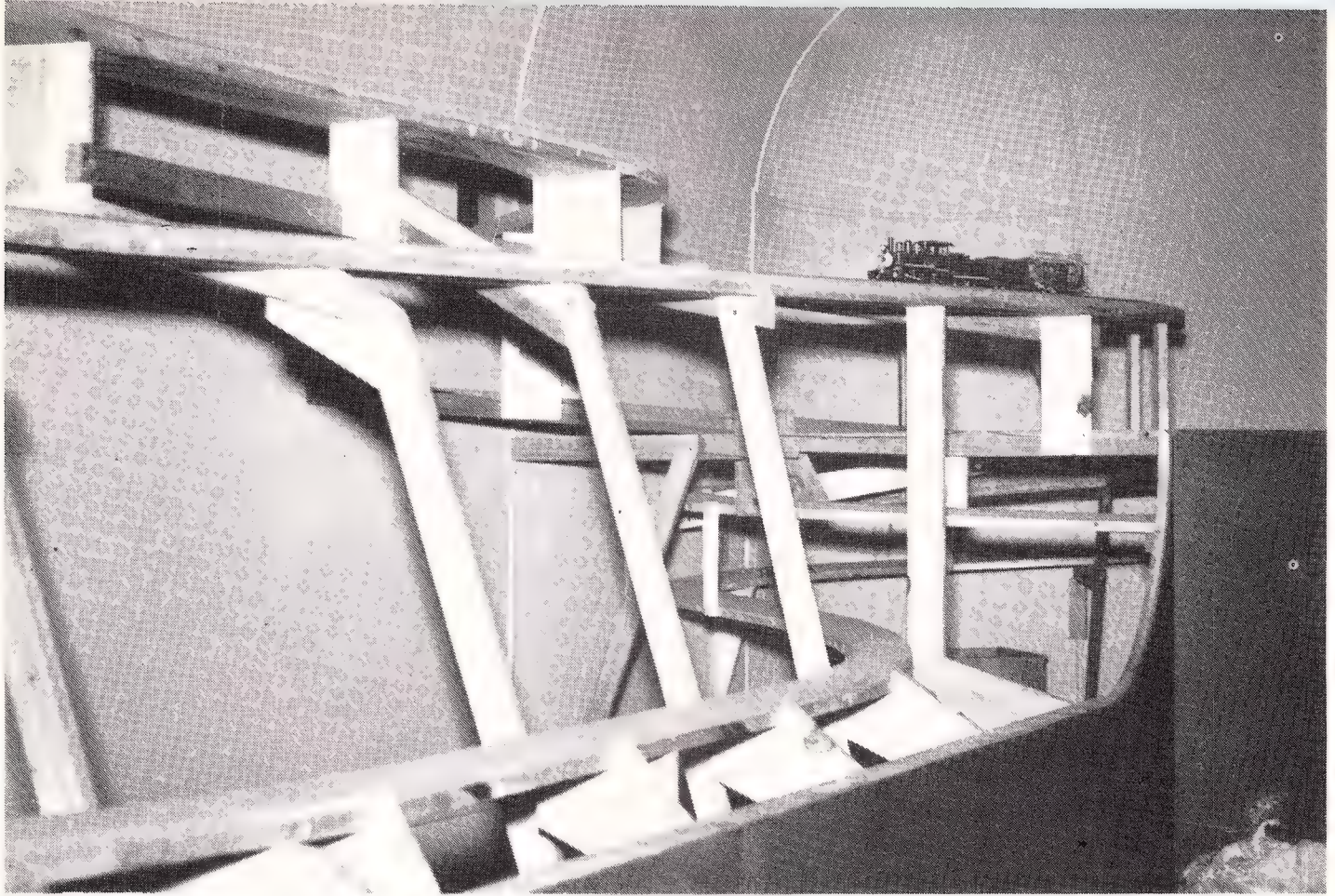
A prime example of such a build-up is the present day Vulcan Vale where the plaster-sand mix from which the rocky terrain is formed burdens the underlying frame at around one tonne in weight. This may seem a stupendous lading, but before you start falling about in horrified disbelief, remember that it is spread over nearly 200 square feet of floor space, with some of the escarpments rising almost perpendicularly in steps of 60 to 80 1/4" scale feet. This overcoat is draped over a rigid sub-frame and falsework deliberately built to accept and support it, with the final loading known from accurately kept records of materials used — and removed! As a point of interest, does anyone know, even approximately, the total all-up weight of the large layout at your local club? Perhaps one evening there will be a rending crash and that same railroad will suddenly re-appear, slightly re-arranged, in the sub-basement of the building — which doesn't have a basement!



We do not subscribe to the popular theory that everything on a narrow gauge line has to be filthy and decrepit. In their time, passenger carrying narrow gauge roads were proud of their equipment and service. Vulcan Vale offers this service despite the heavy grades and tight operating schedules of the trinkle traffic. In this illustration, 'Thor' heads a passenger train between Charade and Pseudo in 1982. Photo by John Richardson.



Good gracious! In the time it takes to turn the page, the same north west face of Great Gaulstone as that shown in the earlier illustration suddenly and magically looks like something that might appear in "National Geographic" magazine, complete with a human to give scale to this example of the 'majesty of primeval nature in the raw'. In reality, there was nothing magical or very quick about the transformation. It took the writer about three weeks of steady evening work to make this scene, which involved slicing the top 12" off the original Gaulstone framework to form the mesa-like configuration seen here. To anyone watching, the decorating process could have been explained as remarkably similar to a pastrycook elaborately icing a birthday cake! However, the simile ends there, for this 'icing' is a mixture of hard plaster and sand, and the tools were much simpler, just a spatula and a small stiff-bristled 1" wide brush. There is no colour, as yet, in these rocks, other than the basic light grey tint of the plaster. What you see is the play of light and shade in the texture of the faces, just as it happens in nature. Directly below the seated tourist is a man-sized cave which perforates clear through the tumbled boulders at this popular scenic lookout above Charade, to form a natural breezeway. Perhaps bats, or even a family of rock wallabies will one day take up residence in this wild place? It might be an idea to plant some trees and grass to encourage them. Anybody know where to purchase 1/4" scale wallabies or kangaroos? Photo by John Richardson.



'Testing involved gingerly operating 'Thor' and several similarly hand built cars over rails where an inch or so away on both sides was a four to five feet dive straight down to the hard hard floor.' This photograph also illustrates the 5'4" diameter trackbed spiral now long since embedded in the entrails of Mt Thor. The compound internal curve at the junction of the wall and ceiling linings of the room (in the 'corner' directly above the engine) was fabricated from torn-up newspaper, pasted sheet on overlapping sheet to a final thickness of 1/4". This pasting was over a former, pre-made to fit the wall and ceiling curves. Photo by the late Bryan McClure.

Anyway, the Vulcan Vale skeleton inexorably took shape, sometimes, but not very often, progressing quickly, usually growing slowly and every now and then coming to a complete halt for months on end. For by now I was deeply involved, not only in model rail club affairs, but in constructing advertising and display models and, if there was any time left over, happily making the occasional freight car for my still very embryonic railway.

The months became a year and that year stretched well into another before the trackbed and supporting framework were completely finished and trains had been test run over tracks temporarily fixed to the three disconnected sections of roadbed. These were still isolated because construction of Siberia, the storeroom primarily intended to house the pair of off-scene linking loops of track, was then still very much in the vague 'sometime' future. Not from choice, but because there always seemed to be more important things to purchase than the not very interesting materials required to build that little cell-like room.

The reference to test running of trains suggests that something important went on, and it did, but not quite in the way the reader might imagine. 'Testing' involved gingerly operating 'Thor', my lonely scratchbuilt 2-8-0, and several similarly hand-built cars I had managed to fabricate, over rails where an inch or so away on both sides of the track was a four to five feet dive straight down to the hard hard floor.

It would be nice to report there was supreme confidence on my part in the track, rolling stock, and couplers. Not so. I was as petrified as if physically riding in that engine cab. It did occur to me that enticing some other lunatic to be first with his equipment on those new grades and curves would be cunning, but this clearly depended on locating another mentally dented soul foolhardy enough to do so. As I knew nobody with On2½ engines or

rollingstock, there was no option but to risk my home-made train set. Perhaps surprisingly, nothing fell off, and it quickly became the established norm to run trains over that hair-raising aerial route.

Only someone who has hand-built a reasonably detailed scale locomotive from the wheels up will truly appreciate the pop-eyed drama of those initial runs. And in reminiscence, I still get goose bumps at the memory of the first time I actually backed-up that precious train upgrade round those reverse curves. Well, you might ask, why risk operating irreplaceable models at all on an open-framed, unfinished, unsafe layout? And the one word answer would have to be — impatience!

It was, after all, going on five years since the decision to build a room to contain this maybe too ambitious railroad had been taken. And the practical facts of the hobby, as in any other human endeavour, had promptly, subtly, and wisely begun to lean on that '*magnificent obsession*'. Building a complete O scale layout single-handedly from the floor up, including not only the floor itself but the very roof over its head, hadn't turned out to be quite the breeze it had initially seemed to be in imagination.

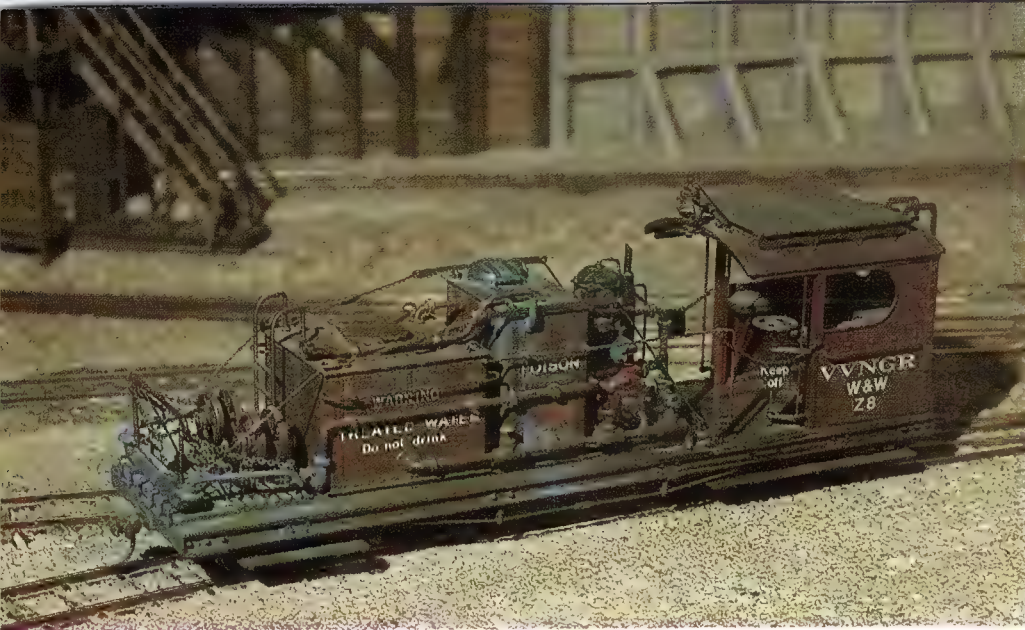
Nevertheless, I had at least progressed the thing to that fascinating stage peculiar to open frame plaster scenicked model railroads of any scale and any gauge, large or small. The point where the base frame can be swiftly bedecked with screenwire, upheld by whatever prop system is selected, and the first plaster coat applied to clothe the bones and spaces between with three dimensional substance. The visual metamorphosis which promptly results can be seen on even the simplest of scenery projects and never fails to intrigue the beginner scenery maker. It still intrigues me.

The layout mainframe had been almost exclusively built of kiln dried mountain ash, a strong dense Australian native hardwood often

similar in general characteristics to American or English oak. In fact, when used in factory made furniture, selected mountain ash is commonly, if erroneously, referred to in this country as 'Australian oak'. The falsework about to be assembled over the Vulcan Vale mainframe was the then generally accepted method of supporting screenwire, at least on O scale projects. This overframe didn't require the structural strength of the supporting baseframe, being applied in the main to roughly shape the peaks and plateaux and ridges and valleys of the general ground contours. Off-the-saw pine was the usual timber used, being light in weight, easy to cut, and not prone to split when nailed at its extremities. It had another, almost irresistible attraction. It was obtainable free for the asking.

Grocery, hardware and liquor stores, builders' yards and most everyone else normally received inwards stock delivered in non-returnable wooden crates and boxes, the forebears of the present day cardboard cartons. The shopkeepers were pleased to be rid of some of this valueless material, which was otherwise burned as waste. Only the largest and best containers made from smooth dressed 1" thick boards might possibly re-sell for 5 or maybe 10 cents each. To this day, thirty years later, the darkly cavernous undersides of the mountains of Vulcan remain the easel for several stencilled hieroglyphs. For those courageous enough to venture below and humbly prostrate themselves on their backs, the vaults above are decorated here and there with a kind of prehistoric packaging litany which reads 'stow away from boilers', 'this side up' and 'do not drop'.

Compared to the long drawn-out spasmodic construction of the frame and trackbed, the application of this overlying falsework was accomplished in a veritable hurricane of activity, spurred on, perhaps, by the fact that trains



Weed sprayer / Fire car 28. In 1918 passenger car No.8 was partly gutted by fire in Charade yard, although the underframe and bogies survived. In the 'make and mend' manner of most narrow gauge railways, it was rebuilt into the dual purpose unit seen here. A scrapped Shay tank and cab were modified, together with a new chemical tank, centrifugal pump and diesel stationary engine. With the lot mounted on the frames of the burned car, plus a variety of valves and pipes, the Vulcan Vale had itself a weed sprayer. With a hose coupling to connect to a water gin, hose reels and fire bell, the unit doubles as a fire fighting outfit. Fire hoses are stored in a large trunk below the floor. The model was designed and entirely scratch built by Grant Richardson in 180 hours. Each valve contains eight hand made parts, and if the fly wheel of that diesel 'one lunger' was spun, it would quite likely start pumping water. Construction material is mostly nickel silver. The model was painted, lettered, and weathered by Rick.



'Shaw' is a typical outside framed 0-4-0 side tank 'tram' locomotive, which Lance Perrin constructed for his On30" Burnley Shire Tramway. However, this engine spends as much time working the two tram roads at Pseudo on the Vulcan Vale, as it does on its home road, for the VWNGR is critically short of small motive power. The model is scratch built, has a complete set of cab controls, and is equipped for 'Modeltronics' sound, which due to the diminutive size of the engine, is contained in a usually accompanying 'water gin' coupled to the rear of the loco. Apart from the brass domes and other minor parts, construction is entirely in nickel silver. A Grandt Line internally geared motor powers the model through an ingenious 'floating' gearbox Lance manufactured for this engine. The powerful motor occupies the firebox and boiler, while the smokebox and tanks are packed with lead to 'hold her down' on those tiny 18" drivers, which have a wheel-base of 3'3". Who said 1/4" scale had to be big?

The passenger car trailing Shaw is 'Bungana', the aboriginal word translating as 'Old Man of the Tribe' and this car literally is the old man of the VWNGR passenger car fleet. It was designed and scratchbuilt in 1954, the sides and ends being cut from 1mm thick marine ply-wood obtained from a scrapped wartime 'Mosquito' aircraft. The removable floor, and the roof, clerestory, and cupola were formed from 1/16" thick sheet spruce. The end platforms and steps are nickel silver, and the elaborate ornamental end railings were tediously solder assembled from thirty two 3/16" long sections cut from the 'wiggly' parts of small hair pins, inserted in hand cut nickel silver frames. In 1955 it took 263 hours to construct and spray paint this car with automotive 'Duco' in a complicated green, cream, and fawn colour scheme rather similar to a pre-war Melbourne tramcar. The cost at that time for the spruce sheet, BPR bogie parts, and 4 pairs of wheels, was expensive at eighteen shillings (now \$1.80). In 1982 the car was equipped with new sprung bogies (at \$10.20 per pair) the original hand made 'chopper' couplers were replaced with knuckles, and two side windows were blanked off to increase the luggage space. During this 'modernising' the ruby glass to the clerestory vents was changed to clear glazing, and the car was repainted and lettered to match the others in the fleet — to the dismay of my wife, who considered it was 'pretty' in its original livery. There actually is a toilet seat in a doored cubicle behind that frosted glass window. The guard's cupola seat, access ladder and internal brake wheel are above the toilet cubicle, and the waybill desk is under the window on the opposite side. Old No.1 is my most treasured piece of rollingstock, and unlike its owner, in the thirty years we have so far shared, it has developed no faults — and no wrinkles!



The photographs on this page illustrate some of the colour that has been put into each individual piece of rolling stock — be it the hauler or the hauled. Photographs by Bob Gallagher.



The internals of Great Gaulstone! The area shown here was left for a time without screenwire (and therefore without a plaster coat) pending a minor re-location of the simple box frame on which the tunnel portal (arrowed) was to be modelled. The photograph illustrates the typical random application of hatchet split wood from board short-ends and dismantled crates used throughout the Vulcan Vale overframe construction. The end result was a self-supporting absolutely rigid assembly throughout the entire structure. Photo by the late Bryan McClure.

Left: Crane car Z1. Inspiration for the construction of this heavily weathered Ways & Works vehicle were the acquired parts for an overscale 4mm fixed-boom British yard crane. Additional gear trains, scratchbuilt boom, and crane turntable, crane brake mechanism and anti-topple outriggers (shown stowed inboard for operational reasons) transformed the OO crane into $\frac{1}{4}$ " scale. Crane cables are fuse wire, the boom jockey rope is knotted linen thread. Spare coiled wire ropes on the car floor and roof are 'picture wire'. Timber baulks to stabilize the car on its outriggers are stacked on the deck. A large splinter was removed from a real Vicrail crane deck, and the colour matched to this. Construction time 145 hours. Design sources were 1916 'Ohio' crane, 1937 36" gauge manual crane, and Vicrail diesel crane. Rick built the model.

Tool car Z4 four wheeler has a triple purpose. It is a mobile workshop for 'Joe' the fix-it man. The sheet steel canopy is a platform from which to inspect and prise loose unsafe rock fragments from tunnel interiors. Between the wheels is a magnet which activates under-track reed switches, which in turn operate a read-out of track speed. The four legged contrivance standing on the deck is not a carpenter's saw horse, but a plumber's bench. We never did make a pipe-vise which is supposed to be bolted to it.

had now actually operated over most of the finished roadbed. Armed to the teeth with hammer, hatchet, and handsaw, and girded with a carpenter's leather waist-bag loaded with suitable nails, it took a busy weekend and a week of evenings to complete the whole assemblage.

There wasn't too much finesse used in fitting and fixing this overframe either. Taped to the wall nearby was the perspective elevation sketch drawn in enthusiasm that Friday evening seemingly aeons before. Following the generalities of that drawing, the timber from many dismantled crates was securely nailed higgledy-piggledy into place, accompanied by a great deal of satisfyingly noisy sawing, banging, axing and hammering and self-important clamberings across the quickly emerging upperworks. Here was a great opportunity to practise ambidexterity with a hammer and nails, while hanging wrong end up six feet from the floor on the peak of a part-built wooden mountain! Could the righthand fingers and thumb be as bloodily and painfully mashed with a lefthand welded hammer as vice-versa? And could the builder improve his skill as a weaver of descriptive expletives? He could, and did!

If a board was a bit too wide, a couple of judicious whacks with the hatchet split it lengthwise into two or three narrower pieces. And these pieces and several hundred others became a light-weight rigid mass nailed either to

each other, the base frame, the edges of the trackbed or the adjacent walls. Where nails projected through two thicknesses of wood, they were promptly clenched over as in packing crate construction. After all, the general manager of the railway was going to crawl around doing all the electrical wiring 'below deck', and skewering the skin or skull of my alter ego on a projecting nail point was an unattractive option — for both of us!

About 120'0" of a full 150'0" x 3'0" wide roll of screenwire was used in applying a cover to the falsework frame, the material being cut into approximately 10'0" lengths for convenience in handling. It was stretched taut and fixed at 4" to 6" spacing with $\frac{3}{8}$ " blued upholstery tacks, following the ups and downs and ins and outs of the framing. To accomplish this, it was necessary to pull the screening into many pleats, folds and tucks, cutting away excess material as the covering progressed. Some of the larger remnant offcuts were re-used on the frame, but there was a high wastage of many smaller 3'0" x 2'0" roughly triangular-shaped pieces of screenwire. At the end of twelve hours of steady work, spread over four consecutive evenings, the entire frame was covered with screening, and the builder's hands were covered with cuts and scratches.

At that time, 'ordinary' insect screening was manufactured from zinc-coated mild steel

Continued on Page 34.

LOCOMOTIVE BREATH

She was built beside a foundry
by a skilled and cheerful crew.
She looked spick and span and tidy
and she cost a quid or two.
It was Harry James designed her,
his career had just begun.
And they called her forty-niner,
she weighed just as many tons.
When they brought her out of hiding
it was eighteen ninety two.
All the people came admiring,
she was shiny black and new.
In the days when shanks's pony
was regarded as the norm,
She began a revolution
that became a travelling storm.
In those early days of hauling
she pulled parour cars for kings.
She was kept for higher calling
such as politicking flings.
She was polished, she was shining,
all her brass was kept aglow.
She was never looking grimy
though they kept her on the go.
Now as time began to pass her
though she worked with all her might,
There was newer steam arriving
from the highlights she retired.
In those final days of working
she went further down the line
While the gangers laid the sleepers
she pushed trucks of railway iron.
As the line approached the border
there was nothing left to do.
She was pushed along a siding
where around her creepers grew.
But her life was not quite ended,
she survived the scrapper's torch.
They decided they'd return her
to her home back in the north.
Now if you take to walking
on a Sunday afternoon,
You can visit forty-niner,
they've restored her like she's new.
You can take your children's children
to the museum near the hall.
You can tell them all the stories
of the days when she stood tall,
Of the days of former glory
now that steam is just a dream.
For we've passed another dawning
now the diesel reigns supreme.

Don Palmer

VULCAN VALE — 3

Continued from Page 33.

wire. The only alternatives were the costlier bronze or brass meshes, for woven aluminium and moulded or woven synthetic materials were still products of the future. That original zined screening served its primary purpose well enough as an inexpensive insect-excluding fabric and as an expedient on which to apply plaster in scenery building. It was stiffer than present day, more flexible meshes, although this was not necessarily a drawback. However, when cut diagonally, which is unavoidable in such work, each individual steel strand exposed in the resultant edge became an instant surgically sharp miniscule spear. The only purpose in life of these rows of minute daggers was to agonizingly perforate the finger tips and any other unguarded portions of the hapless scenery builder's anatomy. It helped only a bit to be a stoic or masochist or both, or to scream or swear loudly in between sucking one's bloodied fingers, but the eventual introduction of the more tractable, rustless and benign aluminium screening was a decided blessing for those who habitually build miniature scenery.

Previous Chapters in this series.

Chapter 1..... April 1985, Issue No.131
Chapter 2..... June 1985, Issue No.132

LOTS IN A NAME

by Jack McLean

Perhaps I have been lucky in that I have (or I think that I have) reasonable sounding names for my stations. I have often been asked where they came from.

'WINGROVE', as far as I can remember, was the name of a hero in a detective story, which I read sometime in the thirties, certainly before WW2. I thought then that it was a good name for the major station on the line I was going to build 'sometime' It answered the requirements for a name: that it must not be the name of a real place or, if it was, it was so far away that local people had never heard of it. It is handy to be able to say "at Wingrove" and not have to add that I mean the Wingrove on my model railway. As far as I know there is no other railway station in the world with this name. When I was the Guest Speaker at the Eltham Historical Society recently (on the subject of local railway history), I immediately felt at home beneath pictures and certificates of Mr Wingrove, one of Eltham's very early celebrities, but that was purely coincidental.

The Wingrove, Dettrington and Castle Valley Railway was one of the more colourful names for railways which never became anything tangible. Mariette Dettrington, as everybody knows, was the "Girl Who Played the Game".

At about the time that Wingrove crept into my gazetteer, I met a contemporary called Keith Hayter. Keith had built an O gauge X class steam- outline 2-8-0 and ran it on his outdoor line called the 'Koongarra and North Eastern Railway'. When Keith was killed in an RAAF flying accident, it was certain that the name 'Koongarra' would be incorporated into any future gazetteer of model railway place names. Quite a long time after 'KOONGARRA CREEK' was belting out "Is Line Clear?" bells on the Wingrove Line, I mentioned the name to Keith's mother. Only then did I find out that 'Koongarra' was the name of the house behind which the O gauge line had been built. It was supposed to mean 'gum tree'.

The third station was 'GOLBORNE JUNCTION'. It was first a fiddle yard (with no points) although that term had not then been invented, and then it became a balloon loop, representing the end of stretch of double line which connected mine to 'the other railway'. In Victoria, the end of double line on the North-East was Goulburn Junction, but in deference to the rule that it be a non-entity or an unknown, the spelling was changed to 'Golborne', after one of my war-time train-watching haunts in Lancashire.

A little later we had a place called 'JACKSON'S SIDING', after Jack's three sons, of whom two show a respectable interest in father's mania. I was asked recently, and not by a school teacher, where the apostrophe went in Jackson's — shouldn't it go after the 's'; my etymological advisers haven't replied yet. 'Jackson's Siding' was eventually turned into a loco depot and had to be hastily renamed 'JACKSONVILLE'.

The line between Wingrove and Jacksonville was duplicated about 17 years ago and from then on the loco depot was on a sort of titchy branch line (and still is). The end of double line was a separate place and had to be given a name. 'MASONVILLE' was chosen because it was at that time built on Masonite. During the football season, our special trains stop at Mason Street to pick up the fanatical 'Masonites'.

Similarly, the Wingrove goods yard, which had been called 'WINGROVE SOUTH' needed

a new name when it was re-located and was no longer south of Wingrove. In line with the naming of 'Mason Street', it was called 'PINE BAY' because the railway, a little more affluent at the time, had built the goods yard on Pyneboard.

There was always a fictitious 'SUNBEAM COLLIERY SIDING' and the origin of the name has been lost. At last, about four years ago, we did build the siding. Because my block system won't allow shunting at intermediate sidings, it had to be a 'switch-in' block post and it provided many man hours of training for novices, as well as employment for spare operators.

In the current process of adding another 40' convolution to the main line, 'Sunbeam' will be raised in status to a 'station'; the coal has been worked out and the company will soon open up 'No.2 Pit'. A new name was therefore needed for the little town and station which the colliery left behind.

The Manager has 'deemed' that it should have a Canadian flavour, and so it has been named 'FOLLY LAKE'. The name has no bearing on the recent engagement of one of the operators, nor to the depth of deep water he will find in matrimony. It is a place in Nova Scotia, about 25 miles west of Truro, where on a stinking hot day in August 1944, my troop train stopped for four minutes for the engine to take water. In that time, about 300 Australian airmen, including myself, left the train and had a swim in the nude. (No-one got left behind!) We will erect signs there "Troop trains must not stop here" or maybe "No Swimming".

I refuse to say why part of 'Golborne Junction' is called 'STRAD'.

In the last few years, I have seen several references to owners of world-famous model railways regretting that they had not foreseen the fame of their line, for if they had, they would have named them more carefully.

Wingrove is certainly not world-famous, but its names have worn well over the last 30 years.

Have you named your stations with similar care?

DID YOU KNOW?

That ordinary block paraffin wax, the stuff grandma used to seal her jams and preserves, is about the cheapest and most useful single item anyone can have in the workshop? Jab the ends of track pins, brads, nails, etc. into it and then see how much easier they drive; rub it on screws and they go in with half the effort (use on screws being inserted into plastic plugs should be regarded as a MUST!). If you have a lathe, rub some on the top of the cutting tool when you are turning aluminium, it will help to prevent that annoying build-up on the cutting edge. Use it as a lubricant for drills when drilling aluminium (or anything else, as a matter of fact!). Keep a block handy on the bench and every time you pick up your razor saw draw it across the wax and see how much easier your saw cuts — particularly on styrene and perspex. Use it as a lubricant on those sticky drawers (round the house, your wife will love it!) DON'T use it on locks though — use graphite only on locks and keys.

Gordon Duncan



1319 on Richmond turntable (23/1/71).

NSWR 60ft STEEL TURNTABLE

by Alan Templeman

As mentioned in the general article on NSW turntables (AMRM Jan/Feb 1980), the 60' size was by far the most numerous type of turntable in NSW. The cast iron version of the 60' table was dealt with in the preceding article in this series. The version fabricated from steel will now be covered. As with the cast iron type, the 60' steel turntable was a single span type. Most were manually operated, although a few (such as the one at Bathurst) were electrically operated. The steel tables were, of course,

newer than the cast iron type, although many cast iron tables lasted to the end of the steam era and some are still in existence.

From the modelling point of view, the 60' steel turntable is more straightforward to model than the 50' steel and 60' cast iron tables that we have dealt with in previous articles, because it is fully decked over and

therefore the internal details need not be accurately modelled as they are not seen. I have shown the full detail of the internal cross members on the drawing, but I imagine that most modellers would be content to simplify this.

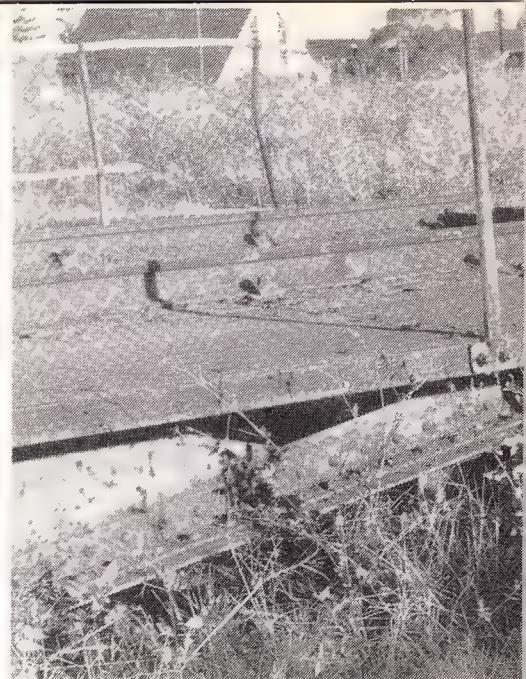
The largest steam locomotive that could be turned on a manually operated 60' steel turntable was normally a C35 class 4-6-0. Standard goods 2-8-0 locos (D50, D53 and D55 classes), C32 class 4-6-0 and all smaller steam locos

Richmond turntable (17/7/65).

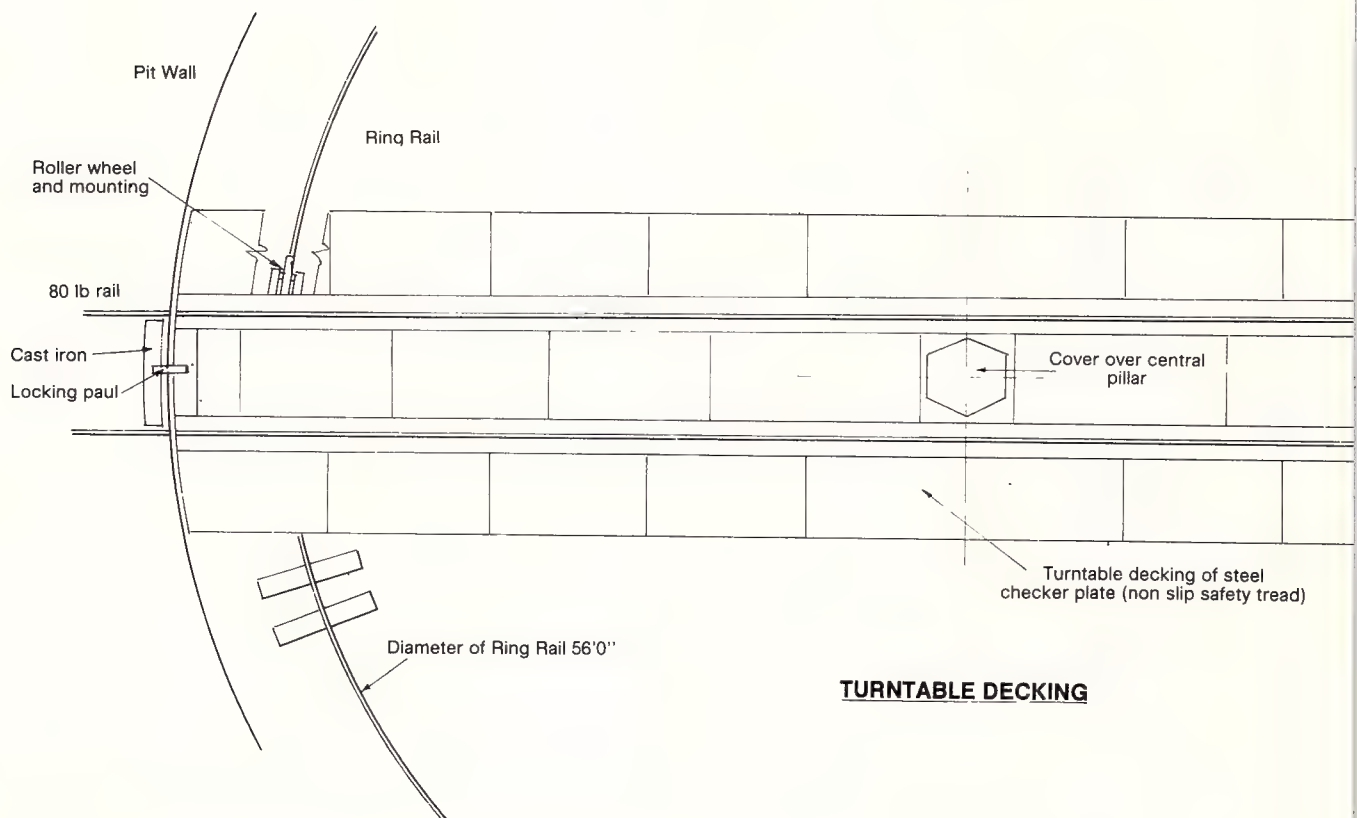
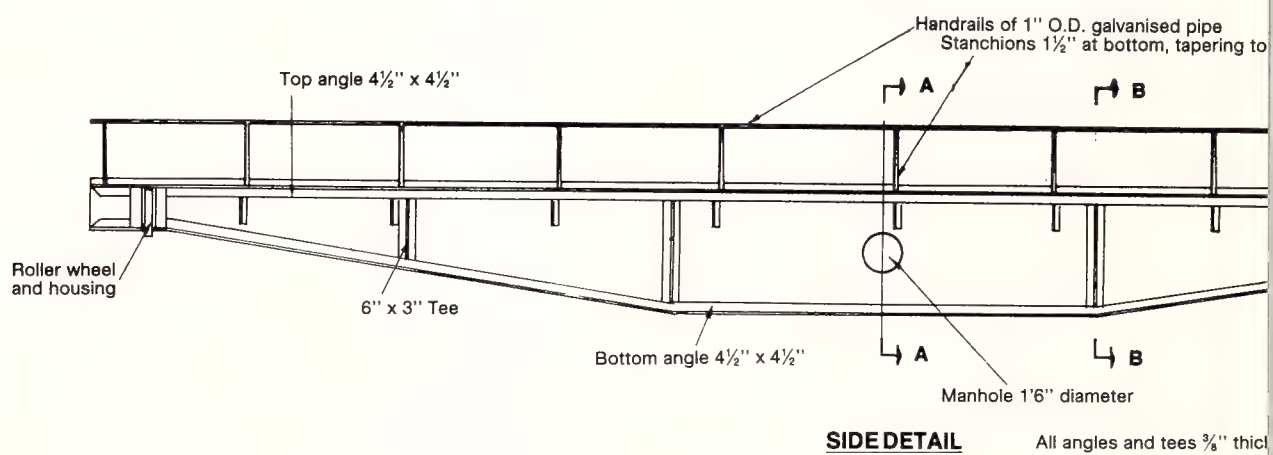


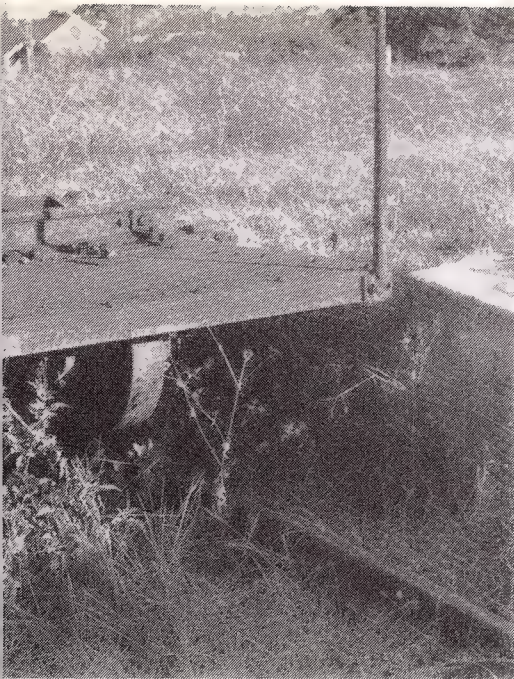


Detail of deck support brackets (Kiama).

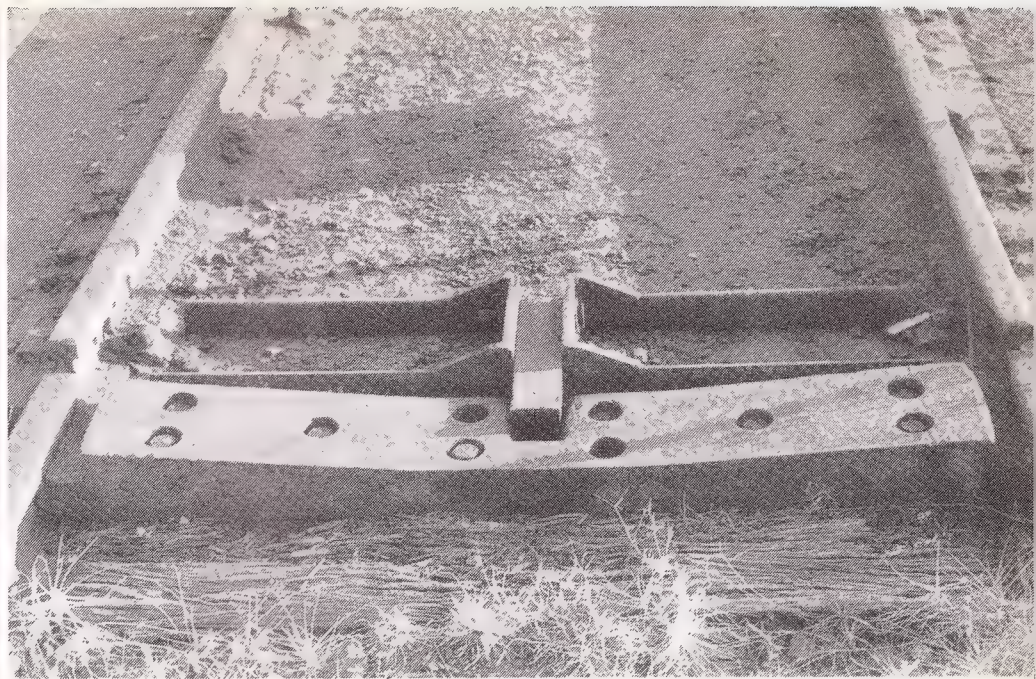


Detail of roller wheel and housing.

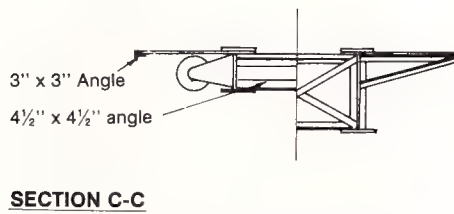
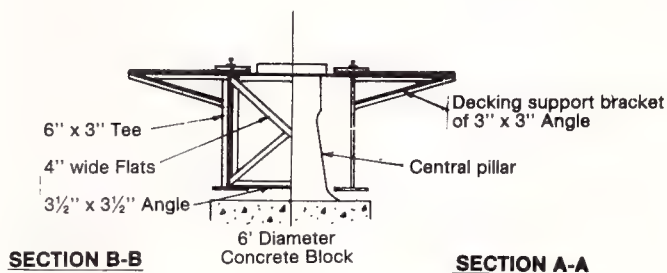
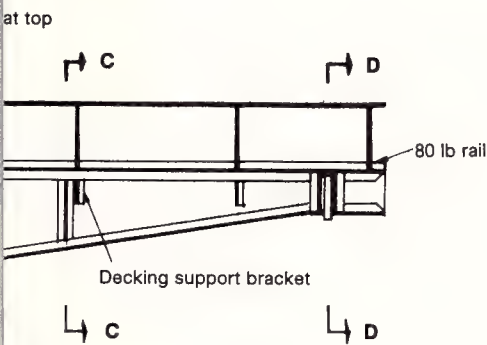




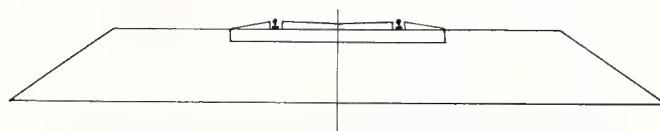
Wheel (Kiama).



Detail of locking pawl (Kiama).

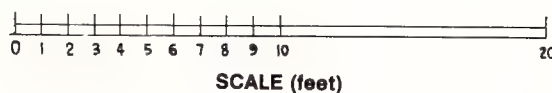


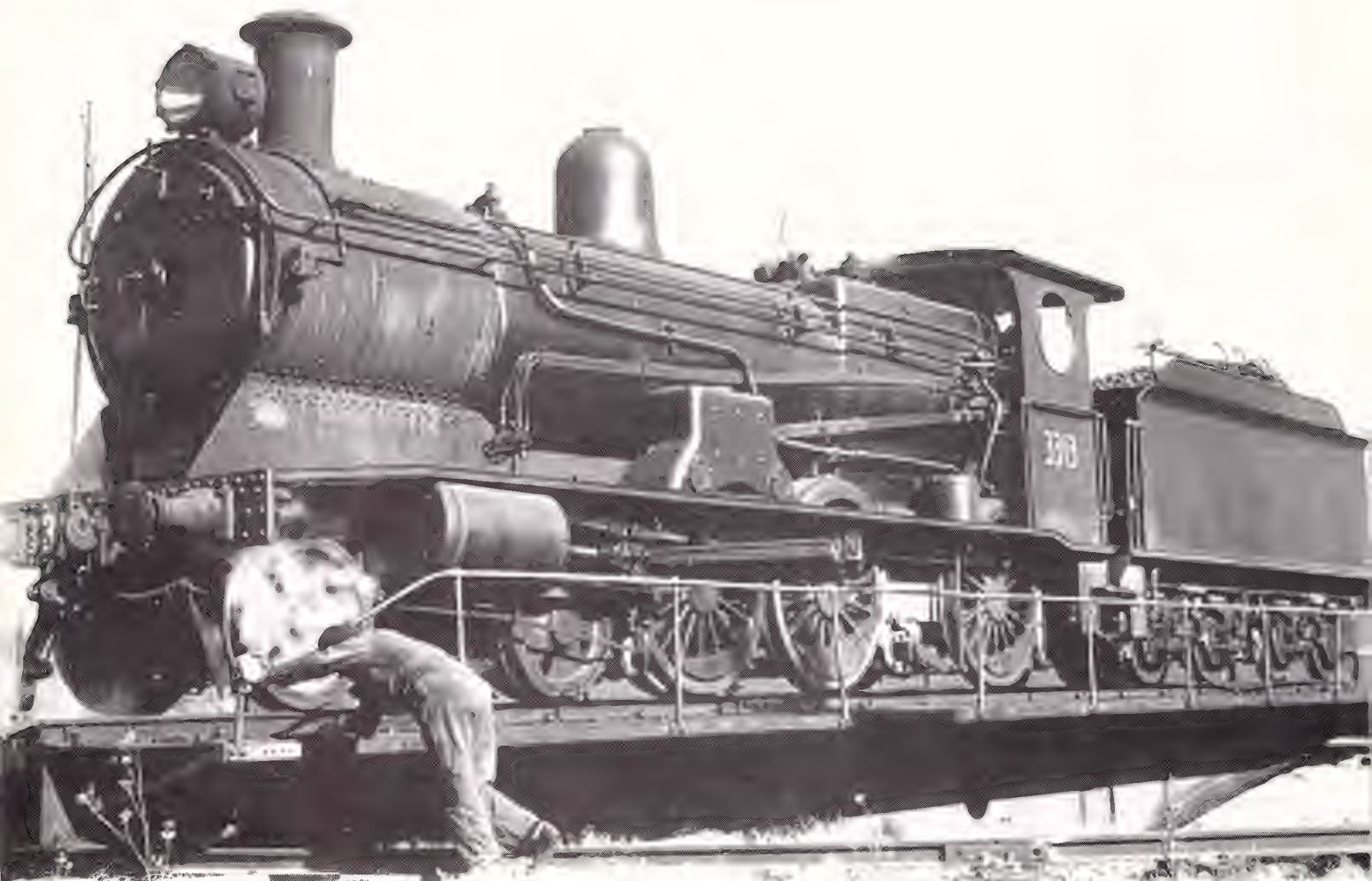
CROSS SECTION DETAIL



TYPICAL ABUTMENT FOR SINGLE TRACK APPROACH.

N.S.W.R. 60 FT STEEL TURNTABLE





3313 is turned on the 60' steel turntable at Richmond (17/7/65).

Turntable at Summit Tank (17/9/72).



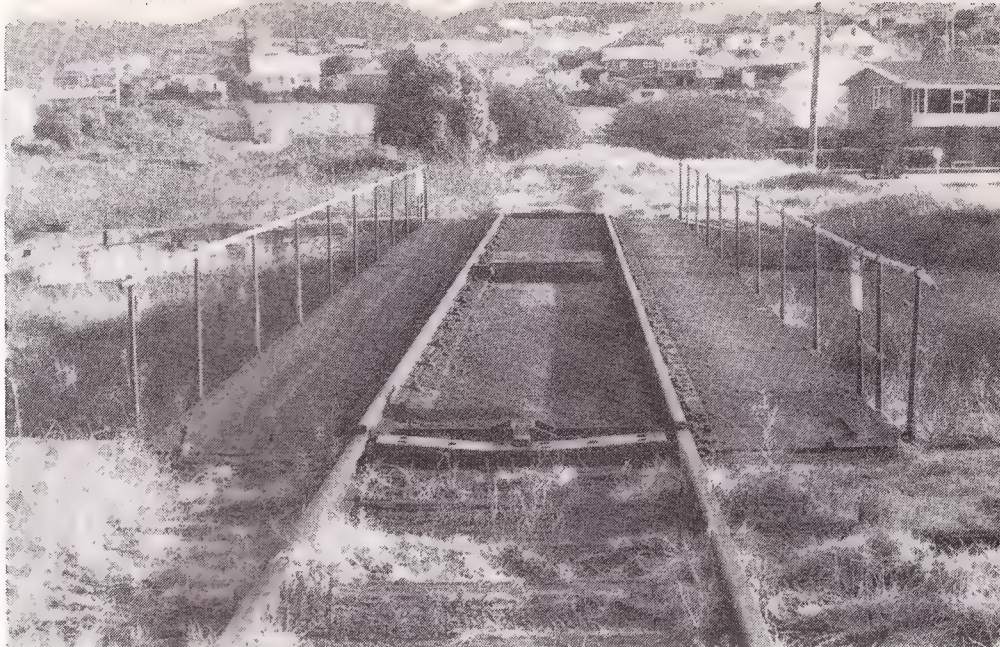
could also be accommodated on these tables. The D59 class 2-8-2 was fitted with a short tender to enable it to be turned on 60' turntables but because of clearance problems and difficulty in balancing, this was not possible on many 60' turntables. Electrically operated 60' steel turntables could turn the C36 class 4-6-0 and the D59 class.

All NSW diesel locos that require turning could be turned on 60' tables. (The newer diesels are all double ended and do not require turning.)

Pits for 60' steel turntables ranged from complete pits fully lined with concrete at major depots, to the more primitive variety as shown in the photographs of Summit Tank and Richmond turntables where the concrete is limited to the track abutments and the block supporting the central pillar.

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Kiama turntable (10/5/82).

BENTMORE

Continued from Page 26.

four brake vans on the roster. Various materials used in building these models range from balsa, card and styrene with the predominant materials being tinplate and brass. All relevant castings, such as bogie sideframes, axle guards, couplers and brake cylinders etc. were produced from silicon rubber moulds. Wheels were cast from diecasting metal in a brass die. As no commercial parts were used, the models cost very little to build, the main outlay being in brass sheet. Fortunately my tinplate supply does not cost me anything so this is very easy on the pocket as most models are built from this material.

The Future

A lot still remains to be done to achieve the eventual completion of Bentmore. However, with my preference for building locos and rollingstock, this may never eventuate. Some items still to be built and installed are: a gantry crane, sheep loading ramp, and a footbridge based on the one at Wangaratta. In a way I am sorry that I did not model a particular station and yard, such as Woodend, Malmsbury or Wallan, which have been modelled in the smaller scales.

Over the past 21 years I have derived great enjoyment from this hobby, having treated all aspects as a challenge, with the motto of "If they can do it so can I". This challenge is gradually disappearing with the advent, in recent years, of kits and ready-made locos and rollingstock of the local prototype. Modellers certainly have things easy these days; thankfully this is not the case in O gauge where there are still plenty of modellers building their own locos and wagons. Therefore I implore these modellers to show their workmanship in print with photos to let others know that this art of scale modelling is still going on. Fortunately there are still quite a few modellers left in the smaller gauges, despite this influx of ready-made models.

MAILBAG

Continued from Page 20.

that loco 8101 was originally turned out in the traditional NSW Indian Red and Crome colour scheme whilst locked behind the factory doors of Clyde Engineering at Raglan just after its construction and what I found out (the truth) was enough to satisfy me. Whether it was in the reverse colour scheme or not I won't say. Anyway, even if I am wrong, the traditional colours of the New South Wales Railway will and must live on and now adorn my model of the 81 class, in the name of truth, justice and the Australian way. Some of the in-nards of the prototype 81 class may be American, but the outside is and must remain liveried 'Australian'. Do I hear "Hear, hear"? Believe me, they wouldn't stand for it in Ireland! I might add that I was recently asked by an almost ex-railway mate, 'hairy Peter', who loves being engulfed by lollipop locos at Enfield depot (DELEC), as to what would be the best weathering job for a brass HO model of the 81 class factory painted in lollipop. I told him to firstly and carefully unscrew the body of the loco from the underframe and then, holding it at the No.2 end, proceed to dip it wholly into a can of well-mixed black paint, pull it out after one second, and then allow it to dry, after removing any annoying paint drips. The end result, in my opinion, would be the best weathering job ever for such a colour scheme. I am prepared to give the same advice free-of-charge to the SRA about weathering the real thing, if ever I was approached for an opinion on the matter.

Before I go on, I make my apologies for being boring to Victorian modellers and modellers of other Australian State Railways who don't share my bias, but are happy to read along. For some strange reason, I don't mind the new Victorian V/Line colour scheme, provided it remains adorning Victorian locos only. Also, I heard a strange story that the Victorian Railways (sorry, V/Line) have rebuilt a NSW 422 class, namely

42202, which now resembles an ANR AL class turned out in the new V/Line livery; and also that the Victorians now own the NSW fleet of 422 class except 42220 and that these are leased back to the NSW SRA. Can this story be true?

In concluding, I would like to notify all fellow NSW modellers that if they are planning to model a prototype NSW area as the basis of a layout at some future time, say the railway environs of Frampton, Benthunga, Wallendbeen or Demondrille yards, they best move as quickly as possible to secure photographs of their respective areas of concern, since many railway environs are now falling victim to the 'bulldozer'. Places like the 19th Century railway station at Benthunga, NSW will soon be no more, Benthunga section control having closed down on 1 May 1985. What upsets me about the Benthunga situation is that this particular vintage brick station building, despite it being a 100 year old building of heritage significance, has already been beset upon and more than half demolished on the excuse that portion of the roof timbers and iron sheeting were lifted by a recent wind storm. Then why couldn't the roof have been fixed and the building preserved? Anyway, I have made my point concerning the lack of significant interest in preservation of notable railway environs of heritage value. True, you can't preserve everything, but Benthunga didn't deserve the treatment it got and it's still not too late to save what's left or rebuild it for our Bi-centenary. Nevertheless, get you all out with your cameras and record, if possible, on film what you can for posterity and for reference when constructing future model layouts, remembering that in most cases information is usually very scarce with the passing of time.

Big Bad Bob (Bob Cooke),
Clifton Gardens. 2088



True to his word, the inimitable Bob Cooke has decorated his model of the S.R.A. of N.S.W. 81 class in the N.S.W.R. Indian Red livery, adding the lining similar to that applied to Comeng built MLW-Alco diesel locomotives. The scene was taken on Doug Rowe's layout by Graham Ball.



PROTOTYPE PLAN

TASMANIA'S DB CLASS GUARDS VANS PART I

DB35 showing the later planked body style and layout of the standard vans. The van is painted green with yellow stripes. Note the footsteps giving access to the roof, later removed from all vans, the imperial tare and the letter box between the passenger and guard's compartments. No stove is fitted. Photographed on 16 September 1947. (Photo: Australian National)

Article by Michael Dix
Plan by Tony Parnell

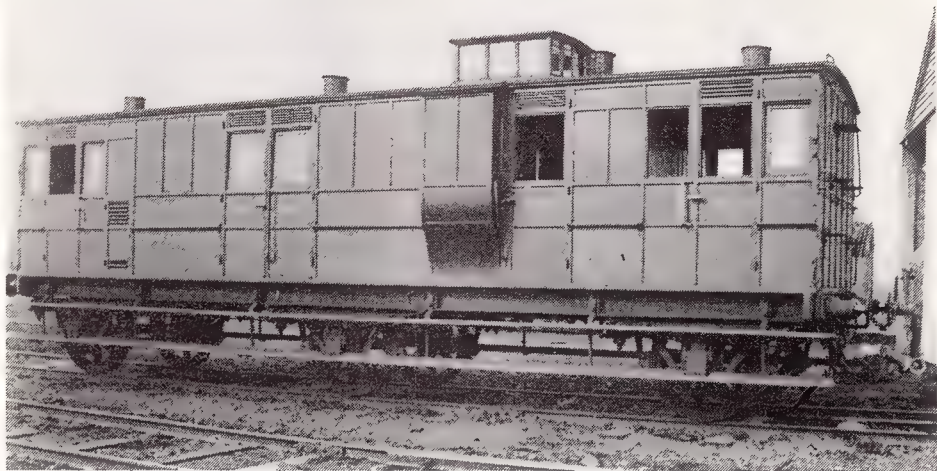
The DB classification was applied to a class of 52 wooden-bodied guards vans built between 1881 and 1953 for use on the former Tasmanian Government Railways system. There were several different designs within the class but the majority of vehicles conformed to a standard design with two passenger compartments, a guards compartment and a luggage/goods section. This basic layout remained unchanged throughout the life of most vans, despite rebuildings. Three 610mm gauge guards vans built between 1896 and 1898 were also classified DB.

The DB vans were classified under the standard TGR passenger rollingstock classification system. This system entailed the use of combinations of letters, each letter representing a certain function. The letter D signified guards accommodation and B second class passenger accommodation, the DB classification thus representing a guards van with second class passenger accommodation.

History

The first two guards vans classified DB were built for the broad gauge (1.6m) Launceston and Western Railway in 1881. The basic body design was similar to what became the standard design but with a roof cupola as well as the side lookout. The bodies were mounted on six wheel Cleminson radial underframes. The vans were described as "composite vans with second class compartments at each end to be used under ordinary circumstances for second class traffic but specially available for the conveyance of prisoners and their escorts

DB33, showing the position of the air-brake pipe, the blue-painted corners on the underframe and LPG warning signs painted on the body. Note the plywood panelled end and holes where the buffers were fitted. Hobart, 29 March 1983. (Photo: Michael Dix)



Broad gauge van DB2, showing the panelled body construction with roof cupola and the six wheel Cleminson radial underframe. (Photo: Tasmanian Transport Museum Society)



when required". With the abandonment of the broad gauge around 1888, new narrow gauge bogie underframes built by the Ashbury Company in 1887 were acquired for these vans.

New track construction by the TGR from 1885 was mainly in narrow gauge (1.067m), the system expanding rapidly in the latter part of the 1880s. Accordingly, much new stock was acquired, including 12 new DB vans (DB3 to DB14) between 1885 and 1887 and a further 10 vans (DB15 to DB24) between 1890 and 1892. Two vans, DB6 and DB16, were of a slightly different design, with one of the passenger compartments modified for the carriage of mail.

Two further vans were added in 1901; DB26 was constructed new but DB25 was converted from existing van AD2. This van was further converted and reclassified ABD4 in 1914, leaving a vacant number until 1931 when the original DB13 was renumbered 25. A further non-standard van (DB27), to the same design as DB6 and DB16, was constructed in 1904, ending construction of DB vans for the next 20 years.

Two non-standard vans (DB+28 and DB29) were added in 1925, these vans being converted and reclassified from existing vans DD+2 and AD2 respectively. DB+28 was built on ex-Tasmanian Main Line Railway Company DD+2's underframe. The '+' suffix was generally given to ex-TMLC stock. Reconstruction of the bodies of existing DB vans also commenced in 1925, the original panelled bodies being replaced with planked bodies. This rebuilding eliminated some of the non-standard van designs in favour of the standard design and also resulted in some renumbering. DB7 and DB9 swapped numbers in 1931 when old DB7 was resheathed and old DB9 was rebuilt. Both DB11 and DB13 were rebuilt around 1929 and swapped numbers. New DB11 (original 13) was renumbered DB25 in 1931 and a new DB11 was converted from van DD1.

New vans DB30 and DB31 were built to the standard design in 1928 but with planked bodies. No further new vans were constructed until 1937, from which time new planked vans were constructed almost continuously until 1953 when DB51 and DB52 were completed. The majority of these vans were built with new standard bodies on new underframes, but DB41, 42, 45, 48, 51 and 52 had new standard bodies on reclaimed frames.

DB39 and DB40 both had new underframes when built, but the bodies used on these vans were second hand ex-composite passenger/guard/mail vans DBE3 and DBE4. Because of the length of the DBE body, the new DBs used only half of the old body, the remaining half bodies being used to reconstruct vans DB17 and DB29.

The DB vans were used on all types of trains during their life. The gradual demise of passenger trains during the 1950s took away much work for all guards vans, particularly as most trains were able to be formed of more modern corridor stock or diesel railmotors, neither of which generally required the use of non-corridor wooden guards vans. This resulted in a general surplus of guards vans for goods train work.

Further changes in traffic patterns during the 1960s resulted in the storage of some DBs, with write-offs commencing with DB16 in 1970. Trains continued to get longer and fewer during the 1970s and the introduction of air-braked stock from 1980 and a general decline in the body condition of the wooden vans resulted in a quick decline in numbers, with only 21 vans being on roster in May 1984.

Colour Schemes

Several colour schemes were carried by the DB vans, either as a class or by individual vans. Construction specifications for vans built



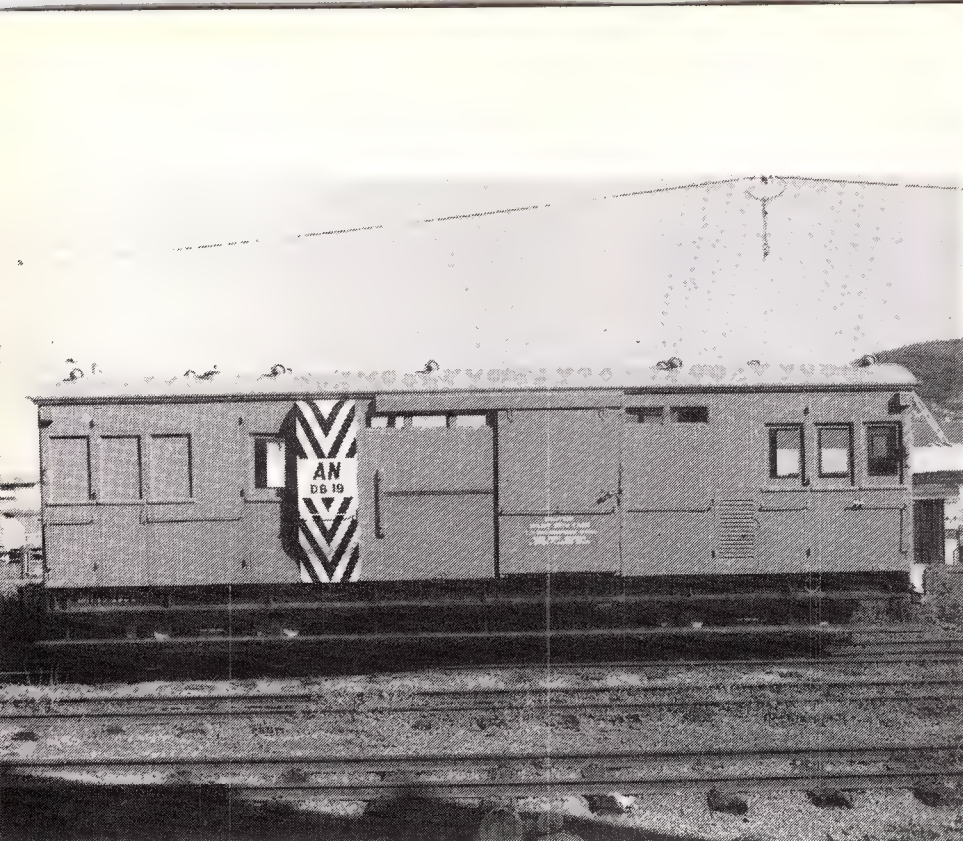
Panelled bodied van DB17, showing the early form of body construction and lettering. Note the oil pots on the van roof. (Photo: ARHS)



DB9 in the yellow and black livery when used as a marker van. The two compartments are boarded up and dual vacuum pipes and X loco buffers are fitted. Launceston, 19 July 1975. (Photo: Michael Dix)



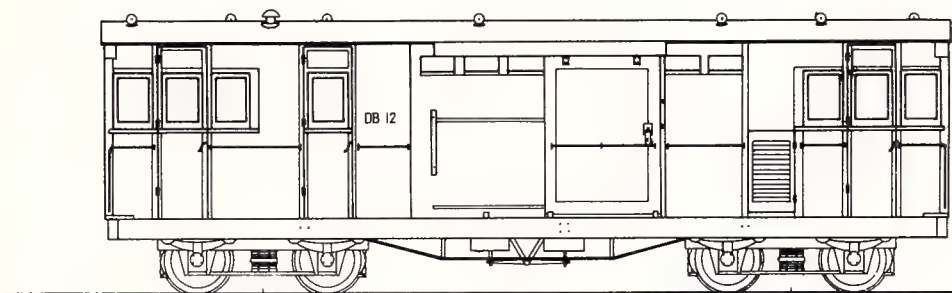
Air-braked van DB6 had been freshly repainted when photographed by the author at Rogerville on 7 January 1981. The van has been fitted with LP gas heating, with warning signs attached to the sides and ends.



Air-braked van DB19 at Hobart, 17 October 1981. Of note are the boarded up compartment, AN lettering on the lookout, radio aerial on the roof and LP gas warning panel fitted to the guard's compartment door. The stove flue has been removed and replaced by a rotating flettner vent. (Photo: Michael Dix)



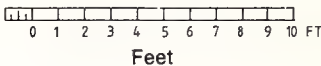
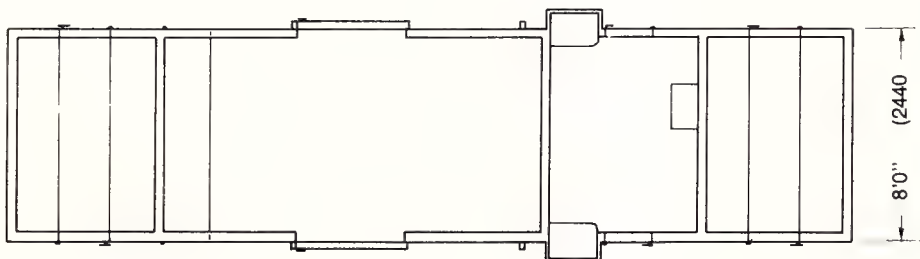
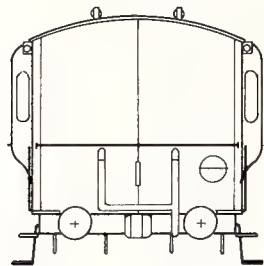
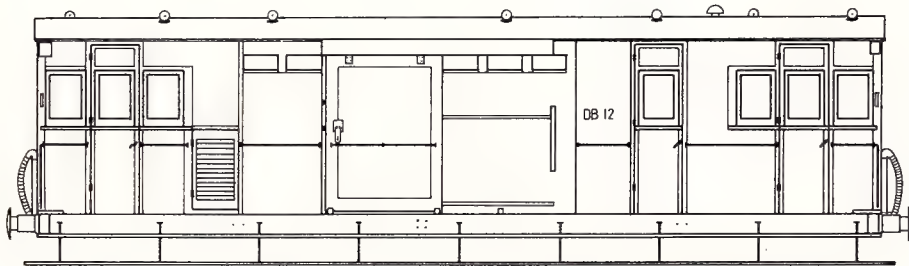
DB45 was the only air-braked van to be given an 'A' suffix to the classification. Note also the small metal vent in the door. Hobart, 20 October 1981. (Photo: Greg Johnston)



AUSTRALIAN NATIONAL (Tasmanian Region)

DB Class Guards Van

NOTE: Plan represents plywood sheathed, transition-coupled van.



Drawn: A.J. Parnell.

in 1885 indicate that they were to be painted 'wagon red', presumably the typical TGR ferric-oxide colour. At this time most passenger rollingstock was varnished, but 'cardinal red', a dark red colour, was later adopted for passenger rollingstock. As most DB vans would be regularly required for passenger traffic, they were also probably repainted cardinal red.

The mid-1930s saw the introduction of new steel corridor passenger carriages, culminating in the introduction of two 'streamlined' trains during the 1937-38 financial year. These trains were formed of corridor carriages of the AAR-BBL-AAL classes with a wooden van for guard, luggage and mail. The carriages and vans for the new trains were painted dark green with yellow stripes at window sill and underframe level, the stripes initially continuing around the ends of the vehicles. Green with yellow side stripes became the standard passenger colour scheme through to the mid-1950s, although the yellow lining of guards vans may not have been universal and was later discontinued.

The DB vans reverted to a wagon brown colour during the 1960s but were repainted bright red from about 1971 onwards. The lookouts of the red vans were originally painted red, then modified by the inclusion of a cream square with red TGR logo and black van number. This was, however, short-lived as from mid-1972 the lookouts were repainted bright yellow with black stripes, red TGR logo and black number. With the ANR takeover, the TGR logo was painted out from March 1979 and replaced by a black ANR on most vans, this being shortened to AN on DB15, 19 and 42.

The van underframe was painted black, while roofs appear to have been painted light grey or white throughout most of the colour schemes, the colour usually being masked by exhaust grime. Variations in later years included silver on DB15 and red on DB42. Bogies were probably black until the 1970s when silver became the normal colour.

It is probable that there have been many variations on the normal colour schemes throughout the life of the class. Photographs of Royal trains during the 1920s and 1930s indicate that the vans used were painted cardinal red and were lined-out for the occasion, in lighter colours in the 1920s and darker on the Duke of Gloucester's 1934 tour.

Two notable departures from the standard colour scheme were DB39 and 40, which were modified to be used as furniture, mail and goods vans on the Hobart-Launceston evening service in 1966. The guards' facilities, lookouts and most fittings were removed and the vans were repainted red and cream to match the standard passenger stock. With the demise of the weeknight passenger service, these vans were transferred to goods trains, where they were required to be marshalled adjacent to the train van. Both vans were eventually repainted red.

When the new line between East Tamar Junction and Rocherlea was opened in August 1974, DB9 was modified for use as a marker vehicle to trail train transfers without vans between Launceston and East Tamar Junction. For this purpose, the compartment windows were boarded up and the van was repainted yellow with a grey roof, black frame and silver bogies. The lookouts, ends and sides (back to the first window) received black zebra stripes and a red TGR symbol adorned the lookout. The buffers were replaced with buffers from X class locos and dual vacuum pipes were fitted. DB9 appears to have had little use in its intended task at Launceston and at one stage was used on the Fingal-St Marys section. The van was eventually repainted standard red.

The Standard Bodied Van

The standard DB van has a wooden body



DB30, showing the modified compartment and toilet waste-collection pipe. This van also has roller bearing bogies, transition couplers and retractable buffers. Conara, 28 May 1977. (Photo: Greg Johnston)



DB27 was fitted with automatic couplers and brake pipes for air-brake working and had the buffers removed. This photo also shows the standard bogies used on these vans and the ANR lettering on the lookout. The lettering on the guard's door indicates the van is air-piped only. Launceston, 15 December 1981. (Photo: Michael Dix)



The early form of TGR logo applied to the lookout of DB26. Note the smoke coming from the stove flue. Launceston, 26 May 1977. (Photo: Greg Johnston)

mounted on a steel underframe 9.75m (32'0") long over headstocks and 2.4m wide and which is constructed mainly out of 240 x 90mm steel channel section. Most vans are fitted with the standard 1.47m wheelbase plain journal passenger bogie, but DB44, 46, 47, 49 and 50 were fitted with 1.83m wheelbase roller bearing bogies when built and DB30 was later fitted. Both types of bogie are fitted with 790mm diameter wheels, spoked in the older bogies and

disc in the roller bearing bogies. Two full-length running boards provide access from ground level on both sides of the van and handrails are fitted below window level on both sides and ends of the vans.

The standard body design — a passenger compartment at each end, guards compartment and goods section — evolved from the Launceston and Western vans, the deletion of the roof cupola being the most noticeable al-

teration. The L&WR vans had straight sides but the narrow gauge vans had a slight inward curvature in the lowest part of the body. The bodies were timber framed with a timber panelled external skin, the curved sections in the lookout being formed of sheet iron panels.

Replacement bodies built from 1925 and new vans from DB30 onwards had tongue and grooved planking in place of the timber paneling. The luggage compartment door was changed from a double swing door on the panelled bodies to a sliding door. The planking on the body was 50mm wide but was 100mm wide on the goods compartment door. The rebuilt bodies and the new planked vans had straight sides, eliminating the curve on the earlier vans. Some panelled vans were resheathed in planking rather than being rebuilt; these included DB3, 6, 9 (ex 7), 15, 19 and 25 (ex 11). These vans retained the lower body curve; all were eventually given new bodies by 1950.

A further change in sheathing occurred during the 1970s when some vans had replacement plywood panels fitted. Replacement involved all body panels on DB11, 12 and 36, but only some panels on other vans.

The vans were originally provided with oil lighting, most vans having four oil pots adorning the roof — one for each passenger compartment, luggage space and guards compartment. The fitting of self-contained electric lighting to carriage stock started in 1901 but this lighting was not initially fitted to the DB vans. As a method of improving lighting, some stock was wired for electric lighting using power from stock fitted with dynamos. DB + 28 was the first of the class to be wired for 'plug-in' lighting when it was built in 1925 and the majority of vans were wired over the next 20 years, usually when replacement bodies were built.

Full electric lighting was fitted to DB32 when built in 1937 and all subsequent new vans (except 40, 43 and 44) were fitted as built. Full electric lighting was eventually fitted to all vans and DB6 was the last van to be lit solely by oil, being rebuilt and fitted with electric lighting in October 1950.

Other roof fittings have included ventilators and flues from the small stoves used for van heating. A small whip aerial for train radio was fitted above the guard's compartment during the 1970s. Both DB15 and DB42 had all the torpedo ventilators removed when repainted in 1981 and a rotating flettner vent was fitted over the guard's compartment.

LP gas heating was fitted to DB6, 9, 19, 33, 45 and 46 during 1980 and 1981 and flettner vents were fitted to the roofs of these vans. LP gas warning signs were either attached to or painted on the outside of the van, in red writing on a yellow background on DB9 but with yellow writing on a red background on other vans. Small metal vents were also placed on various parts of the guard's compartments.

From 1975 the passenger compartment adjacent to the guard's compartment was modified for parcels traffic; the seats were removed, door locks modified and the window glass replaced by plywood. Thirty-seven vans were modified in this manner; the vans not modified comprised six derelict or written-off vans (DB1, 2, 7, 16, 22, 23), the five non-standard vans (DB17, 28, 29, 39, 40), the previously modified marker van (DB9), previously modified DB30, and DB3 and 42. Both compartments on DB42 were boarded up during overhaul in 1981, leaving DB3 as the only serviceable van not modified. As windows in the remaining compartments were broken they were generally replaced by plywood panels, these patch-up techniques being used for repairing many parts of the vans in later years.

A toilet was installed in one of the former passenger compartments of DB30 and DB46



Plywood-sheathed van DB12 at Conara, 23 May 1977. This van is fitted with transition couplers and retractable buffers and has the red TGR logo on the lookout. The stove flue shows clearly on the roof. (Photo: Greg Johnston)



Ex-South Australian van underframes were also used to provide braking for the air-piped vans. Note the yellow LPG warning signs fixed to the goods compartment door and end of DB9 and the general arrangement of GV2 with hand brake and tail lamps. Conara, 6 December 1982. (Photo: Michael Dix)



In traffic, DB27 was initially permanently coupled to log wagon FW52. The FW was fitted with a tail disc and tail lights on the rear log stanchions. Conara, 5 June 1982. (Photo: Michael Dix)

All ventilators were removed from the roof of DB15. This van is still fitted with screw couplers and single vacuum pipe. Hobart, 19 January 1982. (Photo: Michael Dix)

during 1974. The compartment door on one side of DB30 was removed and boarded up and the two adjacent windows were painted white. A metal pipe emerged from the underframe above the top step before descending to between the two footsteps, from where a long flexible pipe was attached in a horizontal position to facilitate emptying. The toilet was removed from DB46 when the van was overhauled in 1980.

Couplers

When first introduced, the DB vans were equipped with drawhooks fitted with three link couplers, with safety chains on either side of the main coupler. Screw couplers replaced the loose links and the safety chains were later removed.

With the development of the bulk woodchip traffic, several vans were fitted with automatic drawgear for use on log trains from 1973. The couplers used incorporated a transition link to enable the vans to be used with drawhook-equipped stock. The original buffers were removed and replaced by special retractable buffers and small receptacles were mounted on the body ends near the buffers for housing the removable buffer blocks when not in use. From 1979 the retractable buffers were replaced by X class loco buffers on most vans. The vacuum pipe arrangement was also altered, giving duplicate pipes.

The initial conversion involved DB5, 6, 10, 12, 19, 26, 30, 38, 42, 43, 46 and 51. Of these, DB5 ran without buffers for some time before being fitted with retractable buffers. DB41 was originally scheduled for conversion and was fitted with the modified vacuum pipes and the frame cut for fitting of the coupler, but was re-fitted with screw couplers. DB9 was similarly modified but was then converted to a marker van with screw couplers, eventually receiving automatic couplers in 1980, at which time the buffers were removed.

DB25 and DB37 were later fitted with transition couplers and X class buffers. Three vans (27, 33 and 45) were fitted with automatic couplers when converted for use on air brake trains and the buffers were removed, as were the buffers on DB6 and DB19, which were also converted to air brake.

Brakes

When the DB vans were first introduced, no continuous train braking system was in use in Tasmania, the vans being fitted with chain brakes operated by a wheel in the guard's compartment. Continuous train brakes were introduced from 1900 using the vacuum brake system and all guards vans were progressively fitted with one vacuum cylinder and associated train pipes. This arrangement lasted without major modification until 1957 when some vans were fitted with improved brake gear, including an extra vacuum brake cylinder. This alteration continued through to the 1970s but not all vans (including DB9, 20, 28, 41, 43, 44, 46, 49 and 50) were fitted with the extra cylinder.

An initial batch of air-braked rollingstock was transferred from South Australia to Tasmania in January 1980, the first air-brake trains running in April 1980. Two DB vans (6 and 33) were initially converted to air-brake, DB6 retaining transition couplers, buffers, vacuum cylinders and pipes. The buffers were removed in mid-1980 but the vacuum-brake equipment was retained until the van was overhauled later in the year when the vacuum-brake pipes were removed, the cylinders remaining in position. As further vans were required in 1981, DB45 and DB19 were converted to air-brake, DB45



DB5 was at Conara on 18 May 1982. The TGR logo on the lookout had been painted out and various body repairs gave the van the typically dilapidated look of recent years. The round circle stencilled on the frame signifies that the van is fitted with plain journal bogies which require oiling. The van is still fitted with retractable buffers. (Photo: Michael Dix)

receiving a small 'A' between the class letters and number to signify air-brakes. All air-braked wagons had their underframe corners painted light blue, but DB33 was the only air-braked DB van so treated.

DB27 was fitted with automatic couplers in late 1981 and the vacuum brake equipment was removed, being replaced by a straight air pipe, but with no train brake on the van itself. To overcome the problem of being unbraked, the van was permanently coupled to log wagon FW52, which was fitted with marker lights and a tail disc, the pair entering service in March 1982. At much the same time, DB19 was badly damaged when it derailed under a road overbridge at Burnie and was written-off.

As tenders had been called for 12 new steel-bodied air-braked vans, DB25 was converted to air-piped to overcome the temporary shortage of air-braked vans. This van was coupled to the underframe off a former South Australian SLC class van, the frame being fitted with marker lights, tail disc and a handbrake (the SLC frames were transferred for use under the new vans). This frame was numbered GV1. DB9 was also converted to air-pipe and coupled to frame GV2, while the FW wagon running with DB27 was replaced by frame GV3. GV1 was basically grey in colour, while GV2 and 3 were brown. GV1 and 2 had yellow bogies, while GV3 had one yellow and one silver bogie.

As assembly of the new steel vans progressed, the piped DBs became surplus and

the SLC frames were reclaimed for use under the new vans (also classed GV) but not under the corresponding GV numbers. New van GV2 entered service in October 1982, while van/brake flat combination DB9-GV2 was in service to at least the end of 1982, there being two GV2s in service for a short time. The three air-piped vans were then written-off and tendered for disposal.

A.N. MISCELLANY — 4 830 Class Deployment

The disposition of 830 class Goodwin-Alco locomotives as at mid-1983 was:

Northern Region (Standard Gauge)

847, 848, 849, 861, 862, 863, 864, 868, 869, 870, 874.

Central Region (Broad Gauge)

831, 832, 833, 834, 836, 837, 838, 839, 841, 842, 843, 844.

Central Region (Narrow Gauge)

850, 851, 852, 871, 872, 873.

Tasmanian Region (Narrow Gauge)

840, 846, 853, 854, 855, 856, 857, 858, 859, 860, 865, 866, 867.

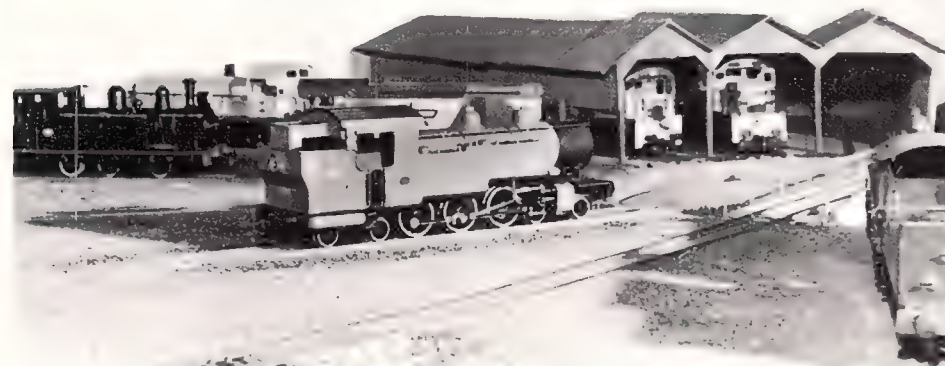
N.B.

Locomotives 830 and 845 are currently operated by the SA State Transport Authority in Adelaide.

by Peter Borough



One of the many O scale models in action on the Carter family layout.



These two scenes illustrate the high standard of the rolling stock and Queensland style structures on Steve Malone's Sn3½ scale, Queensland Railways layout.



Brisbane – 1985

by Allan Brown

For the past couple of years the Brisbane Exhibition has been held in the Horticultural Pavilion at the RNA Showgrounds, Bowen Hills. This venue is certainly an improvement on the old wooden building in Lang Park that I remember from my last visit seven years ago.

The handout/guide given to the public showed that there were 34 stands this year, made up of private and club layouts, enthusiast groups and commercial exhibitions.

With this large number of layouts/exhibits on display it would take too much space in this report to discuss each one. Therefore, with due respect to those not mentioned, I will highlight those layouts which particularly took my eye. Hopefully, the accompanying photo coverage will enlighten this report.

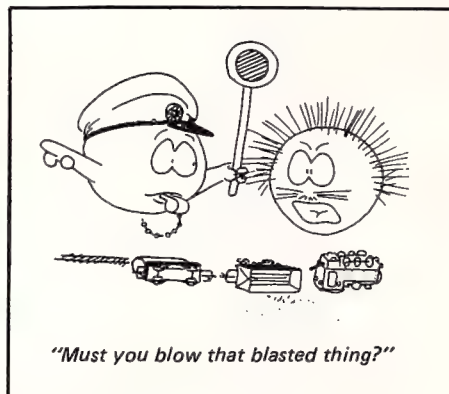
Through wandering around the hall, it soon became apparent that the predominant scale was N. If my memory serves me correctly, I believe there were about seven on display, in some form or another. I was somewhat impressed with the way the layout of Allan MacDonald was built into a box trailer. (How does he get it into his lounge room?)

The biggest in the N scale group were the two layouts built to the N Trak modular method. I believe this format has a strong following in Queensland. These two layouts, of about 25' x 18' each, featured an abundance of North American outline equipment. I admire the member who took the time to weather his equipment — a most pleasing result.

Also in the N scale group was the new Queensland Railway's promotional layout, built by the Queensland Branch of AMRA. This featured the new (proposed?) electrified coal railways of Central Queensland. There were only two trains running, one full and one empty. Both trains were drawn by models of what is believed to be the new locos for this line. The empty train would enter the mine area and the full one would come out. The full one would traverse the layout until it disappeared into the discharge area, at which time the empty one would re-appear. Fascinating.

In the O scale line, the Carter Family displayed a shunting-type layout which, amongst other things, contained brass locos. The Hornby Railway Collectors of Australia had an extensive and impressive display of both Hornby and Bassett Lowke Vintage O gauge electric.

Sn3½ Queensland outline was represented by Steve Malone. Some nice models were displayed on this relatively simple but nonetheless impressive layout.



The Railway Modellers Club of Queensland once again displayed their circular layout, which will soon be featured in an article in AMRM. The photo on the left illustrates NSW 5173 passing the Fourx pub. The wire barriers used around the layouts can be seen in the background.

EXHIBITION REPORT

No doubt the highlight of the exhibition was the Queensland Railways promotional layout which had been built by the Queensland Branch of the Australian Model Railway Association. The N scale display featured two double headed coal trains travelling through typically Queensland scenery. The photo on the right illustrates one train, reportedly painted in the expected livery of the proposed electric locomotives, passing over the river bridge.

More photographs on this layout over page.



Parking is always a problem at model railway exhibitions but the driver of this four wheel drive vehicle soon found a spot.

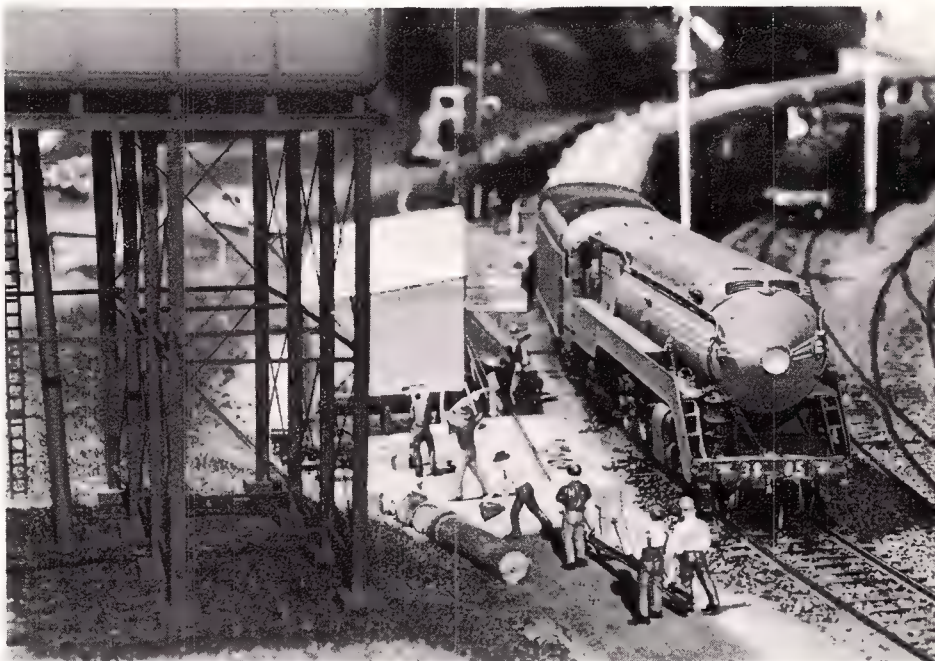
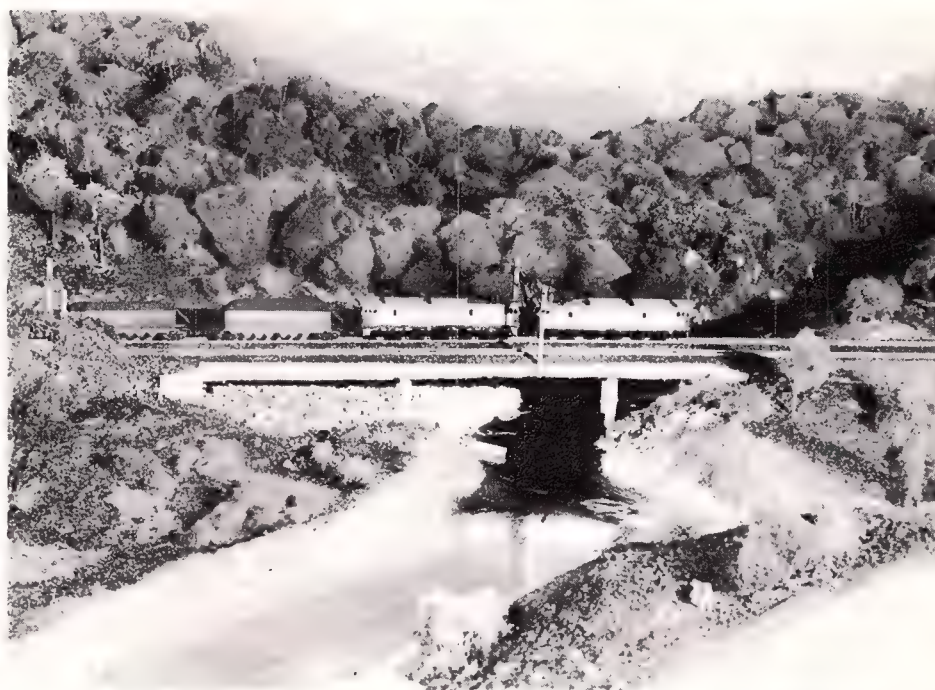
Being a New South Welshman, I was elated to find Rodney James' magnificent Crafton ??? layout at the exhibition. This is unquestionably the best Australian prototype layout in the country at the moment — and it was drawing big crowds.

For the historically minded person most, if not all, of the historical and live steam groups were present. One of these stands, the Queensland Society of Model and Experimental Engineers, had a display of pendulum type clocks, plus one that operates on salt water.

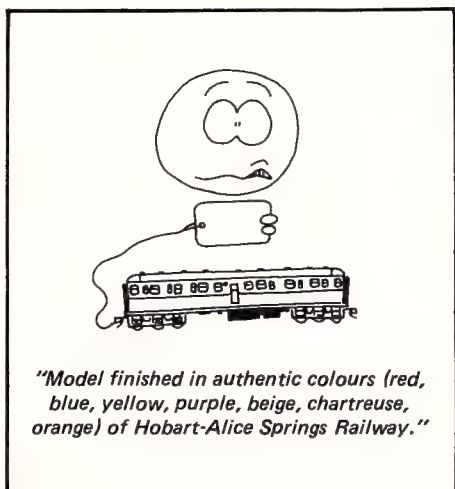
All of the local hobby shops (plus a few interstate ones) were present and many were involved in a price discount war. It was possible to purchase items discounted to as much as 50%. I know of at least two modellers who got the Lima Golden Series XPT sets for \$59.95. Likewise, how long has it been since we could get Peco track for \$2.50?

All in all, it was an enjoyable exhibition. In observing the crowds it seemed to me that there were always more children around than what we are used to in Sydney and Melbourne. One slight thing that irritated me was that, even though each exhibitor had his or her Exhibitor's tag pinned on, no provision was made for that person's name. Nonetheless, a good exhibition. ■

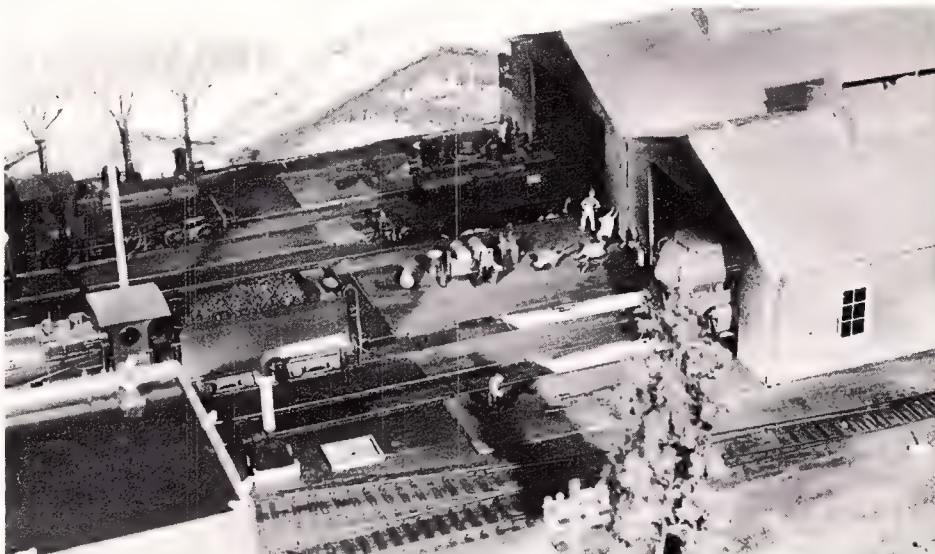
More photographs next page



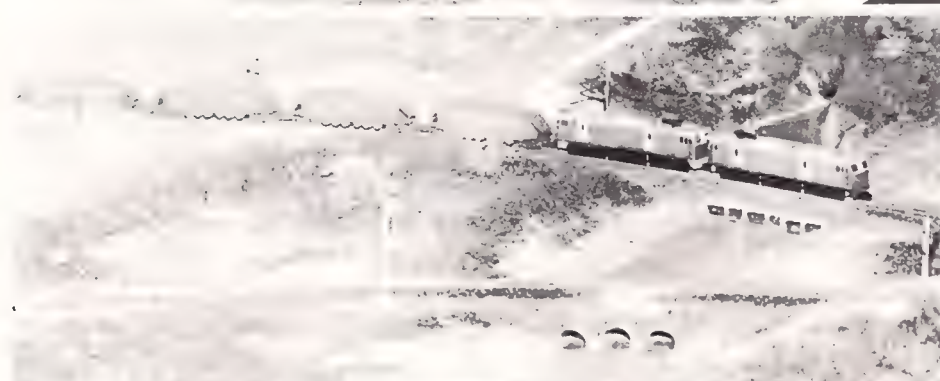
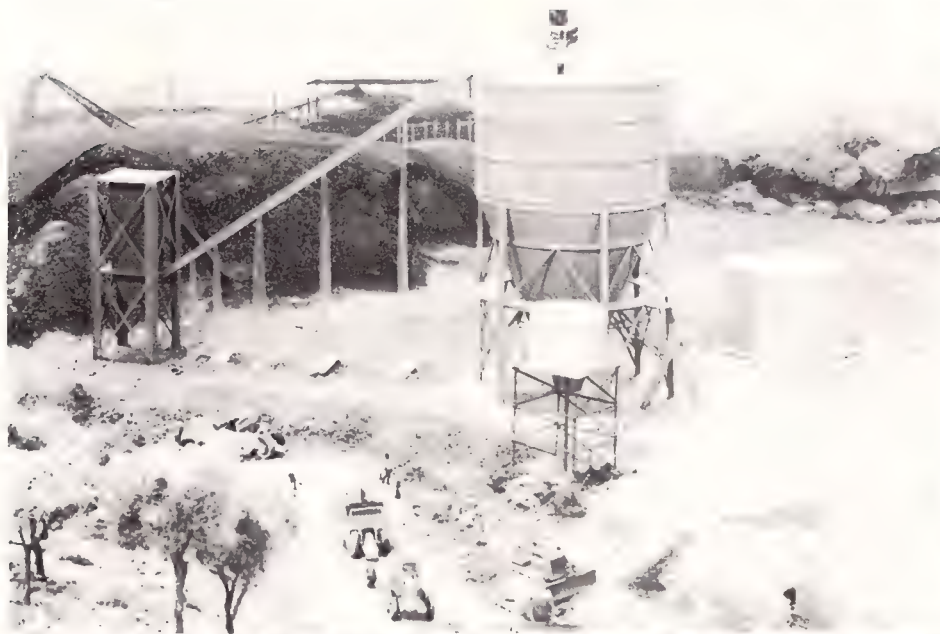
'Crafton', Rodney James' HO scale layout that looks so much like South Grafton, revisited Brisbane for the exhibition. These two scenes illustrated what this layout is all about — high quality NSW steam action and infinite detail.



"Model finished in authentic colours (red, blue, yellow, purple, beige, chartreuse, orange) of Hobart-Alice Springs Railway."



EXHIBITION REPORT



The photographs on this page illustrate the N scale promotional layout built for the Queensland Railways by the Queensland Branch of A.M.R.A. The layout displays the coal industry in Queensland and the proposed new electric locomotives. There are two trains on the layout — one with full wagons, the other empty. The mode of operation has the empty train going behind the mine scene, coming out with wagons full of the black diamond, while the full train enters the unloading bins and enters the scene as an empty train.

The scene to the right illustrates the mine scene, some of which is painted onto the backboard.



The mine, from another angle.



One of the many residences on the layout.

This scene shows the brightly coloured electric locomotives hauling an empty train past the highly detailed township. Despite appearances, there are no overhead wires attached to the masts.

Re-entering the scenicked diorama is the double headed train with wagons full to the brim. The boys from A.M.R.A. not only built the layout but also built the rolling stock and locomotives. One member was seen to be building another locomotive to help keep the layout in action.

The end of the line for the full train — entering the unloading shed. Note the coal stack in the background. From here, the train ran behind the scenery to re-enter the scene from behind the coal mine.

DIARY

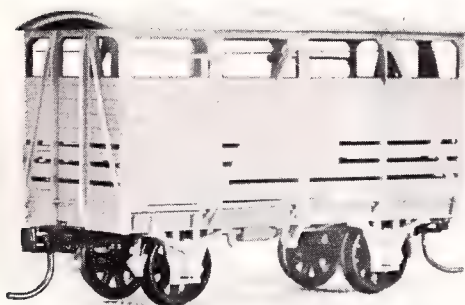
Continued from Page 10.

CONVENTIONS

ROCKDALE — N.S.W. August 17 1984, commencing 9am to 5pm. Subject—Modelling The Railways of NSW (Three). Cost \$2.00. Further details from James McInerney, 14 Angelo St., Burwood 2134 or phone (02) 747 5894

ORANGE — N.S.W. November 23 1985. Further details next issue.

WELLINGTON — New Zealand. March 28, 29, 30, 31 1986 at the Academy Convention Centre. Further details from Harbour Capital Convention, PO Box 2700, Wellington. New Zealand.



V.R. M class cattle wagon (kit) in HO scale by Broad Gauge Models.

Victorian Railways M wagon kit in HO scale by Broad Gauge Models, P.O. Box 136, Boronia, 3155. Price: \$8.55.

The latest addition to the BGM range of kits is the four wheel M wagon cattle van of steel and wood construction. The prototype for this kit was released to traffic over a 25 year period up to 1972. A total of 620 wagons were either constructed new or rebuilt from the earlier wooden version of the class. During the early 1950s a further batch of 150 wagons were constructed to a modernised design. As at January 1985 some 230 M wagons of all types remained in revenue service.

The kit is supplied in a clear poly bag with card top and contains three sprues of injection moulded styrene parts, two 11.08mm wheel sets, a length of styrene rodding and the instruction sheet. Two sprues contain the sides, ends and two roofs — one for the spares box. The other sprue contains the floor, sidesills, brake shoe mouldings, brake cylinder and locking bars for the top doors. On the review sample and other kits observed, two of the locking bars were missing. (BGM have advised that the problem has now been rectified and anyone missing these parts will be able to pick them up from the place of purchase.)

All parts appear to be accurate in size and the detail is of a very high standard. Minimal flashing was found on most parts but was removed without too much difficulty using a modelling knife and file. Extra care should be taken when filing the moulding lugs from the sides to ensure that the detail on the ends of the sides isn't damaged.

The instruction sheet is well detailed with information for painting and, as with the I wagon, has diagrams showing lettering positions, size etc. — a real bonus for the purchaser. BGM are to be congratulated for supplying this sometimes hard to obtain information. (Maybe more manufacturers should supply this information, especially for the interstate purchasers who don't have access to the prototype.)

Following the instructions, the kit assembles quite easily, with no problems encountered, into a very good representation of the prototype. The addition of handbrake and shunters steps, also available from BGM (Part No. PW4), will further complement this fine wagon.

With the prototype still in use, the model should prove to be very popular with the all VR-V/Line modelers.

Graeme Pantlin and Andrew Barkla

NSWR SBS, SFS and RS air conditioned passenger car kits in HO scale by Casula Hobbies, 245 Northumberland Street, Liverpool, 2170. Price: \$24.95 each.

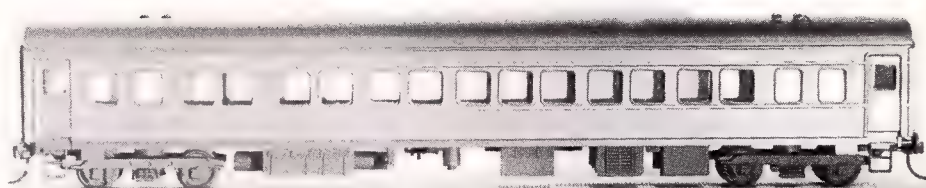
In 1949 the N.S.W.G.R. augmented its four highly successful HUB car air conditioned sets with the introduction of the RUB sets of cars. The RUB cars, at 69', are four feet longer than the HUB cars and are best distinguished by their uneven window spacings (the HUB cars having evenly spaced windows). All cars have semi-elliptical roofs and flat ends. The cars originally rode on 2AN bogies.

The RUB sets are made up of the following car codes:-

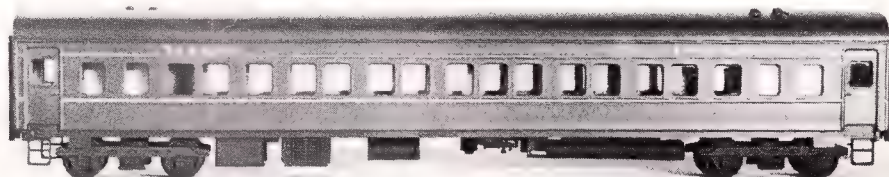
SBS	First Class Sitting.
SFS	Second Class Sitting.
RS	Buffet Diner.
OBS	First Class, with compartment for train hostess and buffet staff.
OFS	Second Class, with compartment for train hostess and buffet staff.

Each set contains a 50' power van coded PHS, which rides on 2AE bogies.

The cars were originally marshalled in sets of 6 to 10 cars, although increased or decreased as demand



Casula Hobbies SBS first class passenger car (kit) in HO scale.



Casula Hobbies SFS second class passenger car (kit) in HO scale.



Both sides of the Casula Hobbies RS buffet car (kit) in HO scale.



dictated. Over the years they have seen changes by increasing their seating arrangement. Some rather unusual codings have resulted, such as ODS and TBS. It is believed that there is now only one RS car remaining as such, the others having been converted to full 48 seat dining cars coded ABS. A more complex history of the HUB/RUB cars is in Len Clarke's book 'Passenger Cars of the N.S.W.R.'.

The components of these kits are basically the same: that is 2 sides, 1 roof, 1 floor, plus two sprues that contain the ends, diaphragms, steps, buffing plates (3 styles), roof vents and full underbody detail. Four strips of clear styrene for window glazing are included, along with a pair of PMH-Prototype black plastic 2AN bogies fitted with brass wheels and axles (24.5mm). I am told that decals are in production (at time of writing).

Some of the parts have a small amount of flash, but this is easily cleaned off with either a modelling knife or a fine file. Assembly is straightforward, using any of the plastic type glues. Locating lugs are provided where necessary.

The three kits were released simultaneously and contained a common instruction sheet. Unfortunately, as a result of a simple human error, one facet of the instructions was wrong, resulting in the sides of each car being on the wrong side of that car (one must remember that the roof hatch and vented end governs the relationship of everything else!) Casula Hobbies were quick to act when this error was detected, and offered a replacement programme to modellers who were inconvenienced. Concurrently, a new instruction sheet was prepared.

Another problem area concerns the varying thicknesses of the sides of each class of car, and their relationship to the roof overhang. It seems that the SBS was the first car to be tooled. This, then, gave basic dimensions for the common roof and ends. The sides of the other two cars were increased in thickness (by approx. 0.010") but the roof width and the end widths remained the same. The result is that there is very little, (but more likely none) roof overhang. As the instructions allow for the roof to be affixed last, correction is virtually impossible.

When assembling any box type of vehicle I prefer

to glue the sides and ends to the roof, and make the floor removable. In this regard it was relatively simple to take from the roof the side locating lugs and narrow the ends, all by trial and error. Naturally, the floor has to be thinned down too.

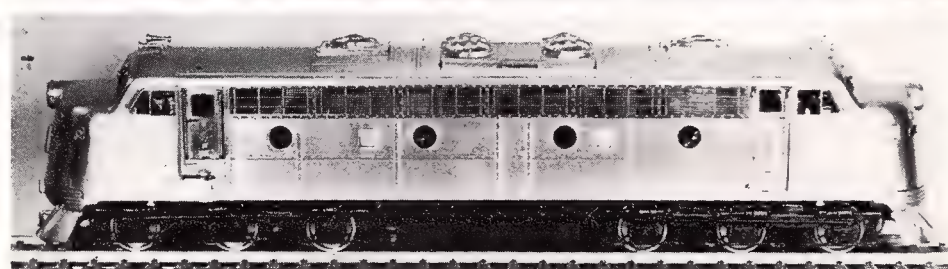
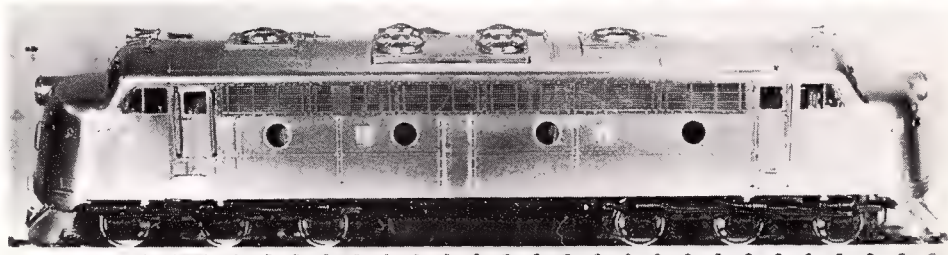
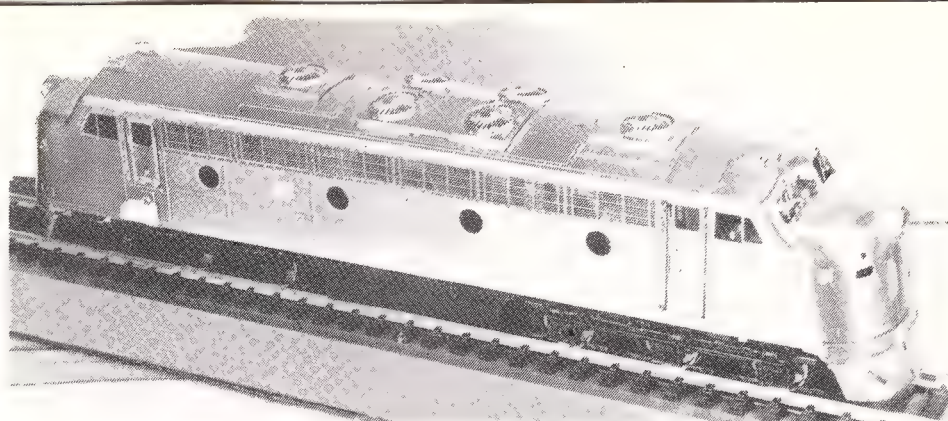
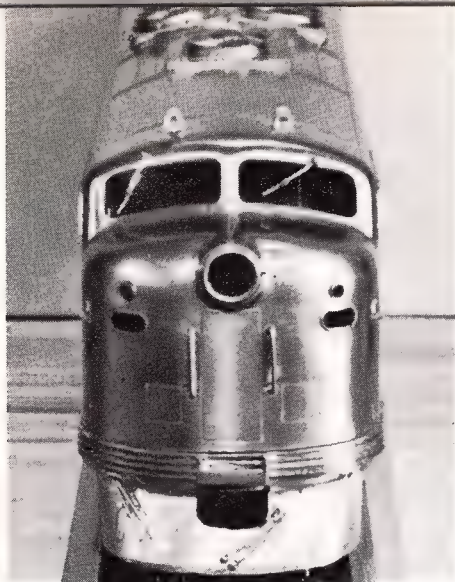
A further problem relates to bogie swing on curves. Each car has two projections off the side frames, just below the end doors. These represent the electrical terminal boxes for the jumper leads between cars. I found that they prevented bogie swing on my 2'6" (75cm) radius curves. I cut them off and replaced them with prototype thickness boxes glued to the sides of the side frames. This increased bogie swing sufficiently.

Each car is well detailed. The windows appear square and are spaced correctly in accordance with the relevant outline drawings (NSWSRA). The air conditioning units and other underfloor detailing parts are nicely done. The end steps look great, but regrettably break easily. (I think that a packet or two of spares, when next you're at Casula Hobbies wouldn't hurt!)

When assembled (and adjusted in width for the SFS and RS), the cars measure out at: 68'9" long, 9'5" wide and 13'3" high. Prototype measurements are: 69'0 1/4" long, 9'5 1/2" wide and 13'3 1/2" high. You can't fault that!!

I must confess that I have enjoyed putting these cars together (once the problem areas were ironed out and the cussing finished). The need to make them as correct as possible meant that I had to go 'into the field' and photograph the real thing. It is surprising just how different they are, not only between classes but also within the classes. For instance, they don't all have yard brakes. Some don't have the large water tank, whilst some even have double the number of water tanks. By filling in one window on the SFS we can have an OBS or an OFS. By cutting two extra windows in the RS we can get the ABS. And so on. From feedback I'm getting, there are quite a few modellers doing the same thing!

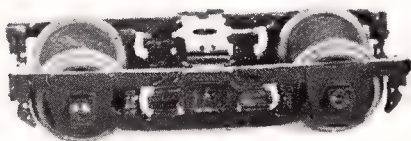
In summation the three kits make up into good models, although I would like to have seen the dies polished a bit more. Nonetheless, they offer great potential for converting to the many and varied codings throughout this class. They look superb in candy-



V.R. B class diesel electric locomotive in HO scale by Ajin — imported by the Australian Locomotive Company

stripes! For those who are waiting on a better detailed 2AN bogie I say 'forget it'. At least the ones supplied are to a prototype width and look nice tucked in under the car. The models run well on the bogies provided, and certainly don't need extra weight. They are designed at the correct height for Kadee 5 couplers. I eagerly await the PHS power van.

Allan Brown.



HO scale bogies for VR AK/BKL and SAR 500/600 class passenger cars by Tyren Distributors, PO Box 144, Coburg. 3058. Price: \$16.50 pair.

Tyren distributors have had a number of bogies, or ready to run trucks made for the Victorian HO scale market by The Model Company. Generally these bogies have been made for a specific model and have been conveniently made available separately for general release. In this instance the bogies have been made to complement the range of passenger car kits being released by Broad Gauge Bodies, namely the SAR 500/600 class cars. As it happens they are also suited for the VR AK and BKL class cars, so maybe that is a hint for some manufacturers.

The bogies comprise lost wax brass castings that are attached via a bolster so that they are equalised. This is accomplished by screws from the bolster to the sideframe, but the bogie cannot twist out of shape due to the bolster locating channel on the rear of the sideframe. Detail on the sideframe includes springs (both leaf and coil variety), axleboxes, brake shoes and assorted ribbing. The brake shoes are recessed so that they are in line with the wheel tyre. There is no evidence of casting flaws or flash and the assembled frames are painted black.

The wheels are North Yard 10.5mm disc, which have a large plastic type insert. As with all North Yard products, the wheels are to RP25 standard and are blackened. Inside the frames the axles are held in place with only a little side slack.

The bogies track well and look very good. Overall wheelbase is 30mm. Attachment is designed to be by one bogie fixed and the other sprung, and suitable screws, bushing and a spring are provided to complete the task.

For the task designed, a very welcome, and very well made product.

Bob Gallagher.

V.R. B class diesel electric locomotive in HO scale, manufactured by Ajin and imported by Australian Locomotive Co. Sample made available by Casula Hobbies. Price: \$315.00.

The Victorian Railways entered the diesel era with the introduction of the B class, their first main line diesel electric locomotive. Built by Clyde Engineering in Sydney the double ended F7 style locomotive has a power rating of 1,193kw (1600hp) which is delivered to the rails by six wheel bogies, all axles being powered. There were 26 in the class, the road numbers being 60 — 85. B 60 is named 'Harold W. Clapp', while B62 was the first diesel electric locomotive to run one million

miles in Australia (September 1952 to December 1957).

As introduced the locomotives carried the Royal Blue and yellow colour scheme while the front(s) of the cabs were adorned with what is now called VR chevrons, or wings. As the railway systems of Australia strove to attain new images, new distinctive liveries were applied to some locomotives. The B class was selected to receive the new Tangerine and Silver colours with the tea-cup lettering. This scheme was short lived as the V/Line image came into existence and the class became scheduled for complete overhaul. This overhaul, virtually to repower the class to equal the NSW 422 class and being reclassified to A class was also short lived, as only eleven of the class are to be modified.

The units involved in the conversion to A class are 60, 62, 66, 70, 71, 73, 77, 78, 79, 81 and 85. The rebuild included the fitting of a V12 turbocharged engine of 2250 hp in lieu of the 1650hp V16, and extensive body modifications and changed roof line. The V/Line grey and orange livery has also been applied.

As a workhorse the class proved very useful working both passenger and freight trains. In the eighties the B class is the mainstay of the VR (and V/Line's) fast passenger trains where a distinctively coloured B class and three passenger cars make up the consist of quick turn around trains. As a model for the V.R. model scene, the B class is a very versatile selection.

The model is presented as it was seen in the mid 1950s, with options provided to update it to current day style. This includes removable side skirts, latter style bogie sideframes, antenna, steps and the distinctive Clyde builders plate. The production run was for 150 units. The model illustrated and reviewed is the 1950s style.

Presented in the usual stylish black box lined with red foam, the model is a fabrication of brass etchings, castings and pressings along with nickel silver etchings. Overall assembly is very good, with all flawless components being cleanly and squarely attached. One quick glance at the nose of this model tells all, that it is a faithful representation of the prototype, and to attain this likeness a number of excellent detail castings were provided including see through roof fan grills along with blades (which rotate), headlight rim, horns, windscreen wipers, bogie detail and the superb nickel silver side grills. All drivers side doors open and show excellent cab detail, although the brake pedestal and the throttle stand are transposed in the cab.

On the demerit side there is some evidence of poor assembly where the nose meets the underframe, the angle of the staff exchanger appears too steep, the nose door too tall and the radiator fans are angled the

wrong way. This last aspect may seem to be nit picking but if it is included, should it not be right? The pleasing aspect of the model is that the abovementioned faults do not detract from its appearance and faithful likeness to the prototype.

The model has a single can motor which drives each sprung, nickel silver wheeled, axle through an enclosed hung gearbox. The underframe and bogies have been pre-blackened. On the track the model is superb, the mechanism being very smooth and it responds immediately the controller is turned. It has a crawling speed of 2.8mph (4.5kph) and a top speed of 89mph (142kph) at 12 volts (average) while on open throttle it attained 137mph (220kph) at 18 volts. The lack of electrical or mechanical resistance enabled this model to make use of every ounce of energy available. The drawbar pull was 65 grams.

Extras supplied with the model include window glazing, decals for the VR chevron and lining, the black number board numbers, etched loco side numbers and a set of updating and servicing instructions. The modern style bogie sideframes supplied are not easily used for they foul the undergear. These are being replaced by the importer.

This is a very fine model, possibly the best from this stable. There is no doubt that it will leave its mark on the ever growing V.R. HO scale modelling scene.

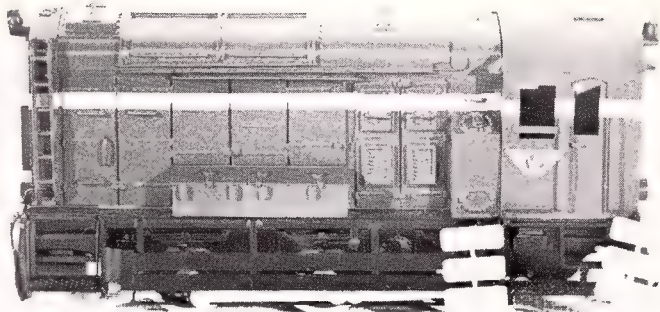
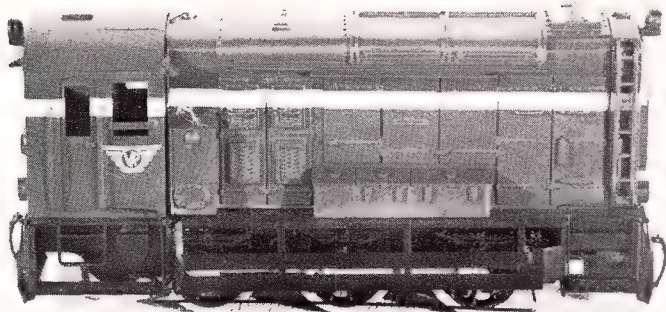
Bob Gallagher.

V.R. F class diesel shunter in HO scale by The Model Company. Imported by Tyren Distributors, PO Box 144, Coburg. 3058. Price: \$295.00.

The 0-6-0 diesel shunter was introduced to the Victorian Railways in 1951. The initial colour scheme was black and they were numbered F310 to F319. The Victorian State Electricity Commission also took delivery of six of the English Electric built, 350hp, 47 ton diesels which were numbered SEC1-SEC6. Eventually all were to come under the ownership of the VR and were numbered F201 — F216. See June 1984 issue for detailed article.

The model, which was supplied in a foam lined box, comes painted in VR blue with etched (unpainted) numbers for F211, F210, F201 and F208. Accompanying the model is a coloured illustration of the prototype and some details of the prototype and model, including painting mixtures.

The model was fabricated from brass and whitmetal castings. The whitmetal components comprise the hood sides, grill and top, the cab being from brass sheet. The benefit of the whitmetal castings is shown by the degree of detail which includes rivets, strapping and filter grill. Disappointingly, there are a



V.R. F class diesel shunter in HO scale by The Model Co.

couple of very slight, but visible flaws in the surface of one casting, this being a reminder that it is whitmetal.

The chassis is equalised so that the North Yard wheelsets and gears can amply apply the power from the Sagami motor to the rails. The driving rods are pivoted while the pickup is on the leading and trailing wheels. The model is designed to accept Kadee No.8 couplers and mounting screws are supplied.

The model is superdetailed with numerous lost wax castings which include tool boxes, ladder, springs, sand boxes, head and marker lamps, steps, shunters boards and sun deflectors over the windows. The model is further enhanced by wire shaped and formed for handrails, air lines, etc. Overall assembly can only be described as superb, all items being square and no obvious fault evident. The paintwork is excellent, especially the lining, where there is no overspray at all.

This a small loco, 25'9" over the bufferless pilots, but on the track, it's performance belies its size, no doubt due to the equalised chassis. It has a top speed of 122 kph (76 mph) at 15.5v which reduces to 82 kph (51 mph) at 12v. The crawling speed was 1.4 kph (0.87 mph), the model running smoothly and noiselessly at all times. The response to the controller was superb and it has a drawbar pull of 55 gram, which when applied to models, allowed it to move 14 Lima cars from a standing start on a climbing grade.

The F class, when in service for the SEC and the VR, was utilised as a shunter and as a yard pilot. On a layout this model would be very useful, its power enabling it to shunt almost any siding. On a small layout the F could easily be the only loco. A first in Australia from the Model Co.; the first non-Asian locomotive and the first composite model.

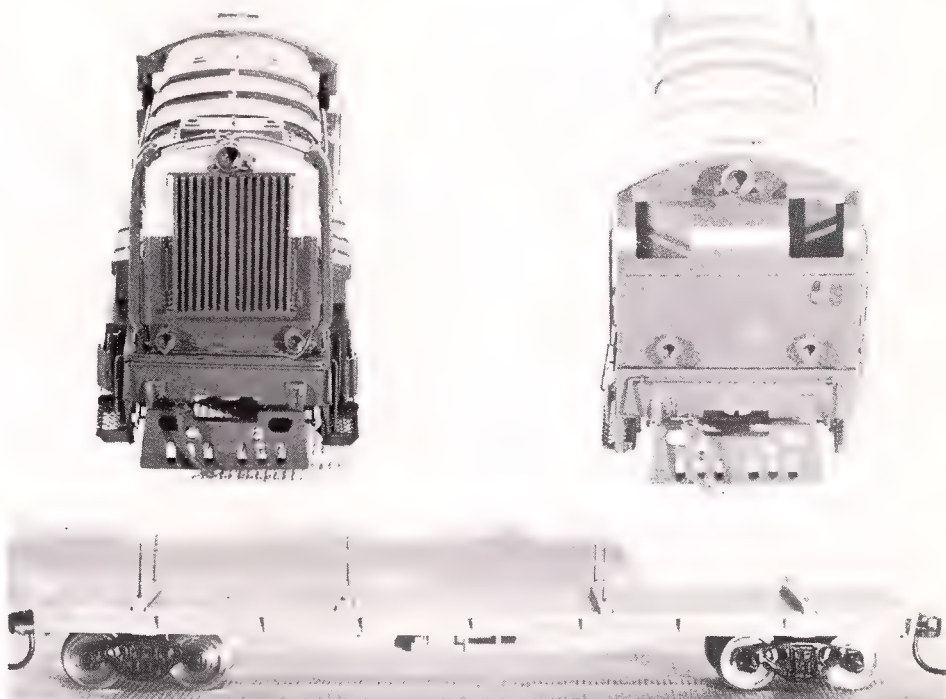
A very welcome model.

Bob Gallagher.

NSWGR MLE (NFLA) flat wagon kit in HO scale by AR Kit Co., PO Box 736, Grafton. Price: \$11.70.

The MLE is a 45' long standard flatwagon which has a steel frame with timber deck. In all 500 wagons were built in five orders commencing in 1943 and concluding in 1959. The first 75 wagons were built as 40' E wagons but these were lengthened yet still retained the various E numbers. Although the size and construction style of the wagons was standard, the final configuration differed. Some had flat decks, some had bolsters with and without stanchions and some had special container holding blocks fitted while in recent times some had special load fittings added. Consequently, a number of codes were used to cover what was a standard wagon. The following list is reprinted from John Beckhaus' 'Railway Freight Wagons of N.S.W. — 1970.

LE	With four bolsters and Archbar bogies — 41 ton capacity
MLE	With four bolsters and Andrews bogies
JME	An MLE with improved bogies
UME	With four stanchions and Andrews bogies
FME	An UME fitted to carry six 7' LCL containers
CME	An UME fitted to carry five 8' containers
SME	An UME fitted with loading chains for carrying semi-trailers
TME	An UME fitted with special cradles for carrying pipes and tubes
GME	An FME fitted to carry two 20' ISO containers
CP	An UME with bulkheads for carrying Pineboard sheet.
HME	With four stanchions, Andrews bogies and 50 ton capacity
HMX	An HME fitted for bogie exchange
SMX	An HMX with chains for carrying semi-trailers
TMX	An HMX with cradles for carrying pipes and tubes
CMX	An HMX fitted with two 20' ISO refrigerated (with special gas) containers
PMX	An HMX with triangular frame for carrying 10'6" wide steel sheet
HPX	An HMX with 8'6" bulkheads for carrying Pineboard sheets



NSWGR MLE kit by AR Kit Co. With all detail (above) and less bolsters and stanchions (below).



Quite a versatile wagon, 17 codes from a simple design. The LEs were introduced with archbar bogies, but the MLEs were fitted with plain bearing Andrews bogies. Eventually Bettendorf and 2BJ bogies were fitted and the UME wagons upgraded to HME standard.

With the upgrading of the freight rolling stock these wagons were partially phased out, but there were still 286 in service in 1982, carrying the codes NFLF/NFLA, NFUF/NFUA, NFHX, NZTF/NZTA and NZTX. A full study of these wagons can be found in John Beckhaus' 'Railway Freight Wagons of NSW — 1982'.

Over the years the MLE has been the subject of HO kit manufacturers a number of times. No doubt the wide use had to be the interesting point, for the drab black colour applied to the wagon was not attractive.

The polystyrene injection moulded kit comprises a floor section, side and end sills, bolsters, brake and air cylinders, bogie retaining pins, detailing wire and underbody parts along with Bettendorf style bogies complete with brass wheel sets. The individual components are well detailed, with boards on the deck and the small metal ridge along the side. The side sills include the tie down rings, rivets on the supporting angles and the yard brake brackets including the slide type that was so characteristic of the class of wagons. The end sills include the buffer mounting holes, coupler release mounting bracket and the cutout for Kadee No.5 couplers.

As with all kits, the instructions should be read and understood, and then four minutes later the kit should be together — it is so well designed and manufactured that anyone could assemble it with credibility. Detailing, by the addition of bolsters, stanchions or whatever is applied, and the model is complete. Final lettering for the MLE or NFLA code is accomplished with the decals provided.

While moulding flash and defect were absent there was a visible bow over the length of the wagon. In scale dimension this is only 3" but it is quite evident and to many has to be removed. This can be accomplished by cutting a small section out of the centre sill, and glueing a section of flat brass to the underside of the wagon, holding the deck flat.

Although this wagon has been produced before it is still very welcome this time. It is easy to assemble and to modify. One final, but small, criticism is that the decals only provide for the MLE/NFLA codes, when for a few cents more all other codes could have been added to the decal sheet. However it would be remiss of this review not to indicate that the manufacturer has indicated that they plan to release the kit in other formats, complete with the required decalling. For a simple kit that is a good representative of the prototype. This is welcome news.

Bob Gallagher.

Slow action point machine by PFM Fulgurex. Available from Northside Hobbies, Carlingford Court, Carlingford. 2118. Price: \$13.50.

The point machine comprises a Mabuchi can motor mounted on an injection moulded plastic base. The can motor drives a slide by means of a worm and screw arrangement. Length of travel is controlled by limit switches which disconnect power to the motor.

Forward and reverse operation is obtained by use of a changeover switch on the (layout) control panel. The double pole double throw (DPDT) switch reverses the polarity of the 12v DC for the motor. The length of travel varies with the applied voltage due to the coast time of the motor. At 12 volts DC the length of throw is 0.250 inch (6.3mm). Minimum voltage is 8 volts DC. It takes approximately two seconds for the unit to throw. Two auxiliary changeover contacts are provided for

other circuits, these are rated at five amps maximum.

The unit can be mounted above or below the baseboard. A brass angle crank for below baseboard mounting is supplied with the kit. Detailed instructions on how to mount the motor are provided. These are well written and include exploded diagrams of different mounting positions. This unit has been well thought out and will meet the needs of many modellers to operate points or other devices.

Trevor Moore.

Book Review — 'Powelltown' published by the Light Railway Research Society of Australia. Recommended retail price: \$16.95.

One facet of railway modelling that rarely makes an appearance in Australia is recreation of a timber hauling railway. For many years logging railroads have provided inspiration for Americans and some exceptional modelling has been shown in magazines such as the Gazette. A wide range of HO and larger scale engines, log carriers and cabooses (cabeese?) are now available on the specialist scene. Backing all of this up is an even wider range of books and plans covering most of the logging areas especially the North West.

A modeller of an Australian timber line faces a lot more hurdles especially if the area he chose didn't use Government Railway hand downs. He would probably find no kits, no locos and info difficult to locate without a lot of digging through libraries.

'Powelltown' has solved some of these problem areas because it provides a good coverage of the hardwood industries and tramways in Eastern Victoria. The prototypes ran with a collection of English and American engines and used methods that appear similar to those modelled by the Americans.

Actually the book is not 'aimed' at modellers — there are no wagon or engine plans, just a listing of dimensions and a multitude of good clear photos. It is written more for historians in a style that is very familiar to readers of the LRRS Magazine. In a book of about 130 pages I found it fairly heavy going at times, certainly heavier than those I have read about Weyerhaeuser, McCloud etc. in the USA.

It didn't set the scene as well as they do — a large foldout drawing of the area is inside the rear cover but the map relating this area to the rest of Victoria is almost thumbnail size in a chapter on background. If, like me, and have never visited the area, I suggest you look at a modern road map to get an idea of the layout of the Dividing Range around Warburton then fold out the tramway plan and delve into the myriad of saw mill names and locations. The authors plunged in at the deep end, starting from day one and slowly developing the story from there. A second reading of the book will undoubtedly lessen the confusion and increase the enthusiasm. Yes, I want to visit the place after reading the book a second time.

A modeller wishing to build an Australian logging railway could not go far wrong if he based it on this book. Nearly all the info he needs is in there somewhere. The track is 3' so HO_{N3} equipment is suitable and similar sized Shays would probably be available on the American market. The Brits could probably supply small 0-6-0 and 0-4-0 types also. The log wagons are fairly basic as are the box vans and coach.

Logging methods including the use of spar trees and aerial ropeways are covered in some detail. However for those interested more detail can be located in American books and magazines. The track plan of a mill and some detail photos are included but more are promised in Vol.2 which is intended to be mostly photographs. This only leaves the trees and here the Aussie is on his own because, instead of the gnarled trunks of the giant Sequoia, he has to model the straight and clean trunked mountain ash.

What an eye-catching project for a layout at the Camberwell Exhibition in a few years' time. It could have it all — steep sided gullies, rough creeks, tall trees, dirt roads, good track on the main, very rough track on the branches, sharp curves following the creeks and even a tunnel. Along the town's main street could trundle a Shay or an oh-so-British 0-6-0 with a motley looking mixed.

Sure would like to see someone try this — would be quite a change from the familiar oval with mainline trains.

Phil Curnow

COPY DEADLINE

Please note that the Deadline for Advertising and Copy for the October 1985 issue has been advanced to 7th August 1985. Please be early — Managing Editor.

AMRM NEWS

Compiled by Bob Gallagher

Well, for all those who are interested, the three of us responsible did not enjoy our 'roll' last issue for it was in fact 'pie' — humble pie! We cannot blame the computer, the typesetter or the printer, just ourselves. Oh! Yes! Thank you to the hundreds who let us know it should have been 'role' instead of 'roll'. Disappointingly no-one offered to take over our jobs with AMRM, so look closely this issue — we have once again intentionally planted another re-occurring spelling error.

On the serious side, there were a couple of errors in last issue that caused some embarrassment for all concerned. Details are printed in DERAILEMENTS, on this page.

Last Issue

As it happens, the June 1985 issue could go down as the issue that created the most debate, be it verbal or written. Of course we started with the 'roll', as above, but John Burgoyne's article on 'Exhibitions and Things' has given many food for thought. If the direct (verbal) feedback we received is any guide up to five subjects were raised by this article. Naturally, we at AMRM want the debate to continue, and we invite readers to put their thoughts on paper and send them in. Why should Bob Cooke have all the Mailbag column to himself.

However, while on the subject of Mailbag, it would appear that once again it is necessary to state that, although we invite readers to send in letters for publication, and there is no restriction on the subject matter, we do draw the line in some instances. Naturally, a letter containing obscene language is not even considered, nor is it held on file. The only other style of letter rejected is where the letter is too long and disjointed or where a letter starts out with objective complaint but eventually becomes a fuming beration on someone or other. In most instances the latter is where the reader disagrees with a contributor or review, but instead of putting a point of view forward where we all could benefit from the debate, the writer tries to belittle the original author, in most instances questioning his parentage and then adding a few extra uncomplimentary superlatives. In almost every instance these letters conclude with 'I know you will not print this letter'.

Well, they are right, we haven't and we won't, nor will we edit letters to leave out the unfavourable parts. We do not dodge criticism, but will not accept abuse. So, send in the letters without those extra uncomplimentary superlatives. Oh yes, we also refrain from entering into correspondence with the writers of the above mentioned letters!

Next Issue

The next issue of AMRM will be early, hitting the letter boxes and hobbyshops in early to mid September. To facilitate this, the advertising deadline has been bought forward to the 7th August, 1985. Deadline for other copy will close with the post on the 5th August 1985. These deadlines are definite and cannot be extended, no matter what the circumstances. Please be early.

Subscribers

With the early release of the October 1985 issue, the closing date for receipt of subscriptions will be 21.8.85. This applies to all renewals for the S004 code and new subscriptions. Please be early.

Club Closure

It is very disappointing to report that the Prospect Model Railway Club is in eminent danger of closure, and by the time these notes appear may well be history. The reason for the closure is basically the lack of facilities for the members to meet, once they had to vacate 'The Old Jam Factory'.

Prospect club was formed over sixteen years ago and over the years developed a character of its own

where the name Prospect was synonymous with American prototype. The club became involved in exhibiting what could only be called enormous layouts and it was here the compiler of this column came to know the boys from Prospect, and appreciate their style of model railways. Many a good time was had at exhibitions where light hearted slinging matches occurred between the different groups.

There is little doubt that the Prospect Model Railway Club made a tremendous contribution to the model railway scene in Sydney, and they will be sadly missed, as a group. We can only commiserate with the club members re the demise of their club.

Consumption Tax

No doubt everyone is aware of the current tax debate, and maybe it will be all over by the time this issue appears, but if one stops to think for a second, the cost of model railway equipment will fall if the consumption tax is introduced. The 20% sales tax will be dropped and replaced by a 12½% tax. Of course, imported foreign outline models will still be cheaper than the imported Australian outline, due to the import levy.

What Price Research?

Brass locomotive models are only as good as their research. In the case of the proposed AD60 Garratt from Mansfield Hobbies we were somewhat overwhelmed to see a collection of 200 black and white 10" x 8" detailing photographs which will be accompanying the comprehensive sectional drawings. David Anderson indicated that this degree of research is the norm with all his models, although naturally to a lesser degree with the more simpler models.

Nevertheless, it goes to show that brass models are not made from a basic outline drawing and a simple postcard snapshot!

Endangered Species

As most NSW SRA prototype enthusiasts are aware, the final stages of modernisation is about to occur within the NSW system. Essentially any 'people' carrying vehicle that is not air conditioned is very likely to be withdrawn in the very near future. As two man working becomes more widespread, this includes brakevans, and if various reports can be believed most passenger cars. There is little doubt that the once ageless twelve wheelers are on the list.

So, use that spare dollar to buy film and go out and 'click a shutter or two', for this time next year it will be too late. Don't say you weren't told.

Live Steam

Recently, the compiler of this column had the opportunity of being part of a judging panel at a live steam meet. The award, called 'The BMRS Trophy' was for the best miniature operating reproduction of a New South Wales prototype locomotive or item of rolling stock. This perpetual trophy was to be first awarded at the Twenty First Anniversary of The Blue Mountains Railway Society at Wascoe Siding, Glenbrook.

Live steam, more commonly known as miniature model railways, have never had a strong reputation for producing scale reproductions of railway engines, the emphasis being more on an operating steam engine. Over the past ten years or so, this has not been the norm, for slowly but surely, the live steam engines being produced look remarkably like the real thing. When one considers that it sometimes takes 16 years to build an engine this mode of prototype modelling has taken some time to emerge. And the builders are no less enthusiastic than the small gauges in gaining accuracy.

The range of locomotives on display included C36s, D50s, D59, Z26, C38 and a 44 class. The smell of the burning coal created the atmosphere nicely when a truck pulled up and started unloading a large number of steel boxes. Out of these boxes came S wagons, box cars, refrigerator cars and even a brake van. With the picturesque Wascoe Siding layout, some real model railway action took place, especially when the string of good wagons were double headed, at speed.

The task of judging was not easy, for the builders of the 5" gauge models have added almost every item of detail, with some items actually working. The trophy was finally awarded to Kevin Phippen for his model of a round top boilered C36 class. The presentation took place in front of the station building at Wascoe Siding, where a local alderman, Beverley Pollard, unveiled a plaque celebrating the BMRS 21st birthday, after which we were taken for a ride behind a model of 3801.

The day was obviously a happy one for all involved,

DERAILEMENTS

Last issue a number of errors crept into sections of the magazine.

The month of the date in the Hills Model Railway Exhibition advert on page 63 should have been July and not June as printed.

On page 58, in the Berghs Hobbies advert, the price printed for the painted D58 should have been \$640.00, not \$495.00 as printed.

The Management of AMRM apologises for any embarrassment caused by the above errors. ■



Alderman Beverley Pollard addresses the surrounding gathering of live steamers at the Blue Mountains Railway Society 21st birthday celebrations, while 3801 awaits its passengers.



Trophy winner, Kevin Phippen and the Perpetual trophy.

and a number turned up the next day to treat the public to what live steam offer most 'rides'.

However, to this scribe, the possibilities of model railways, 5" gauge style is mind boggling. A layout, covering a couple of hectares of bushland; strings of four wheel rolling stock behind a real steam engine; in actual fact — a real model railway. Last issue, on page eleven we presented an illustration of a railway scene, where the buildings were carried to the trackside by motor vehicle. Further to this we know that Wascoe Siding, although a continuous loop, has the style of a model railway layout and AMRM has recently been invited to be present at two other 5" gauge 'layouts' when they are next in operation. So, with time, AMRM should be able to present an article or two on this impressive style of modelling.

Modelling Clinics

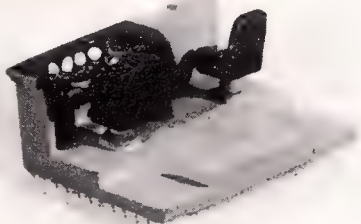
Recently, in Sydney, some of the clubs have got together and organised group activities in the form of clinics. To date, two have been held, one on building electronic controllers and the other on scenery techniques. At the latter, around seventy attended, and by all accounts all present learned from the experience, including the demonstrators.

The only criticism that can be levelled at the organisers is that they have been keeping the details of the clinics to themselves!

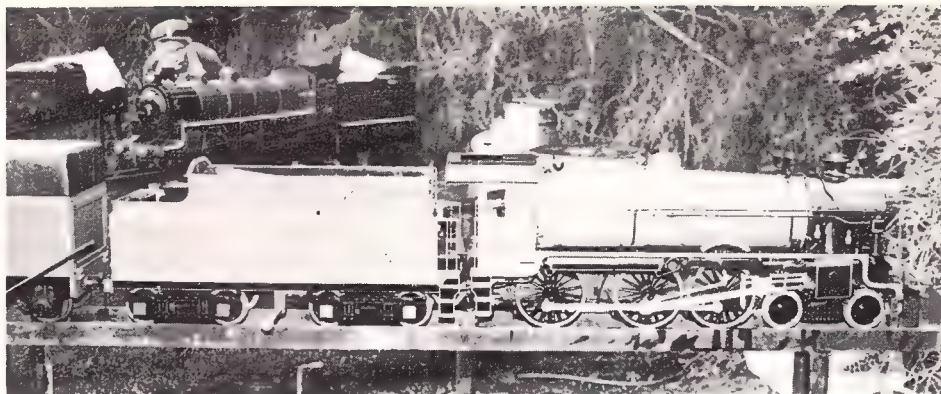
COMMERCIAL NEWS

Last issue two items of news were incorrectly reported.

The first was the forthcoming release of the PHG kit. AMRM advised that the manufacturer was to be



Cab interior for a NSW SRA 81 class diesel by Far North Models.



The model that won the BMRS Trophy — 3608, painted in the green livery common for the period represented by the style of the loco.



These two photographs illustrate the modelling standard and detail applied to these 5" gauge models. The weathering on the tarps and the wagons sides would give many-a-lesson to HO scale modellers.



The range of RUB set car kits from Casula Hobbies is ideal for kitbashing as this photo suggests. Simply fill in one window and you have an OFS, the 'O' standing for 'ostess, the H was already in use in the NSW passenger fleet code.

ABL, but ABL no longer exist. The kit will be released by LCL Kits, who incidentally, was the manufacturing wing of ABL.

The second was the details regarding the Mansfield Hobbies AD60, which has not been postponed, and will be released early in 1986.

Further to this, in the April issue we made mention of the re-release of Data Sheet plans for 79 and (Z)12 classes. The words re-released were incorrect for the drawings have been completely redrawn with more detail than originally included.

Arrivals

New from Lima is the first of the repaints for 1985 in the AN 930, the V/Line S and the 'lemon twist' 8300 brake van.

Trax received the shipment of the C30 and C30Ts from Samhonga, and created a rush to participating hobbyshops from modellers who had not placed a reservation on a model.

With the arrival of the Atlas RSD4/5 dressed up as a Punchbowl Hobbies 40 class, Main West Models have released a kit for dressing up the model, which includes a new cab.

Far North Models, a new name on the local scene, has released cab interior kits for the NSW SRA 40, 43, 80 and 81 class diesels and HO scale kits of the Q.R. QLX bogie van and CO open wagon.

Broad Gauge Bodies have released a kit to dress-

up the underbody of the Lima Overland cars. BGB as well as consolidating stocks are also working on the Brill railcars.

Data Sheets have released two new sheets for NSW modellers, the first for the B(205) class 2-6-0 and the second for the (Z)25 class 2-6-0 loco.

AR Kits have released two new kits in the form of the NSW MLE flat wagon and the NSW BWH bogie wheat hopper.

Expected Arrivals

Alco Models advise the forthcoming arrival (over the next few months of the following brass models:-VR Na Puffing Billy, SAR 523, VR C (steamer) and the SAR 900 class diesel.

AR Kits next kit, the WHX, should be in the shops by the time this issue is on the streets.

Bergs Hobbies advise that their HO scale model of the Z26 class 2-6-2 saddle tank engine is 'on the water' — in other words, it's coming.

Casula Hobbies advise that their next plastic kit, the PHS for the RUB set is progressing, with delivery expected soon.

As these notes went to press, information re the Trax FS/BS coaches came to hand suggesting that the arrival of these much awaited coaches is eminent.

Forthcoming Arrivals

Mansfield Hobbies advise that all is on schedule for



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A.M.R.M. NEWS

Continued from Page 53

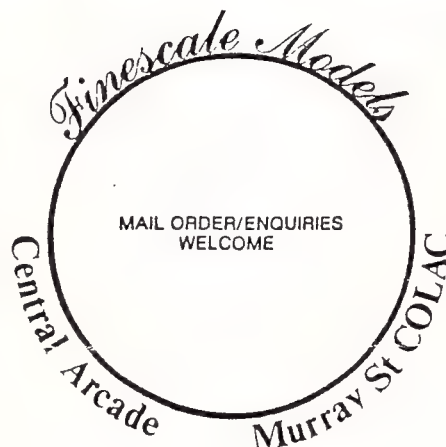
the delivery of the HO scale AD60 class Garratt early in 1986. The delivery of the 421 class diesel is now scheduled for November.

Alco Models have revealed their plans for future brass models. Included in the range is the VR Walker '152' railcar, the SAR 700 class steamer, the VR S class diesel which will be accompanied by models of the NSW 42 class and the CR/ANR GM class. For O scale modellers Alco plan a model of the VR Na class tank engine in On3 and On30 scale, no doubt capitalising on the growth on On modelling in Victoria at present.

Plans on the Data Sheets drawing board include the NSW (Z)26 class saddle tank and F(351) 2-4-0 tank engine, the WAGR G and Bogie G class, the TGR K class garratt and probably the TGR G class.

Lima's HO scale model of the NSW SRA 422 class is due in August/September, with a price rise on that advised in March. The problems of the devaluing Australia dollar has struck again!

The delivery of Broad Gauge Models X class diesels is on schedule for September 1985.



Late News.

Well, if you have read this far you are no doubt aware that this issue of AMRM is a few pages short of REVIEWS and PREVIEWS - Sorry, but we ran out of space ... again.

Next issue we will not only include all reviews and previews on hand, but we promise of few extra special goodies. Firstly, the feature layout will be Melton Bridge, the O scale display that had top billing of the 1984 Sydney exhibition (and one of the expected feature layouts at the 1985 Adelaide Exhibition - Menangle should also be there). The conclusion of the DL531 series, where Phil Curnow has been able to compile an extra special colour feature and of course the continuation of Vulcan Vale. To be sure of your copy place an order with your retailer now, or if you are a subscriber, and your sub has recently expired, if you do not renew immediately, you will probably miss Issue 134.

For the future AMRM will feature a colour feature on the SAR SOC concentrate wagons ... you know, the small wagons put out in kit form by BGB, details of shortening a BGM T van, the conclusion of John

Burgoyne's Scenics series, coverage of 'Bindiup', prototype detail on the NSW CCA car, VR passenger cars and model building articles on SAR hoppers, car carriers, NSW MRC and RU wagons and the promised article on 'Tuning the Trax 48', which due to technical reasons, could not be included in this issue.

Remember that the next issue will be published early (mid September), so deadlines for all copy has to be early. Advertising deadline is the 7th August, 1985 while all subscriptions have to be on hand by the 20th August, 1985.

DID YOU KNOW?

That you should NEVER hold sheet metal, particularly thin strips, with your fingers when using a power drill? Use pliers or 'vice-grips' if you can't use a vice! If the drill catches when it breaks through - and it usually does - your fingers suffer badly!!!

Gordon Duncan.

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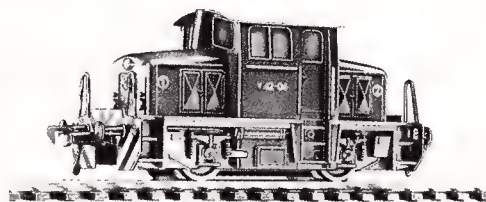
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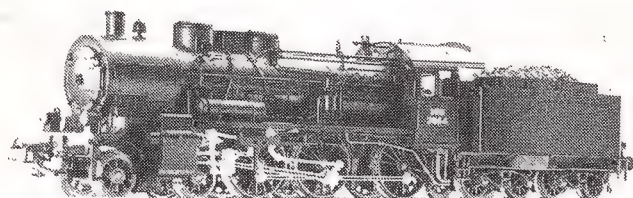
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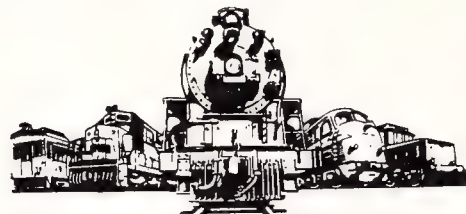
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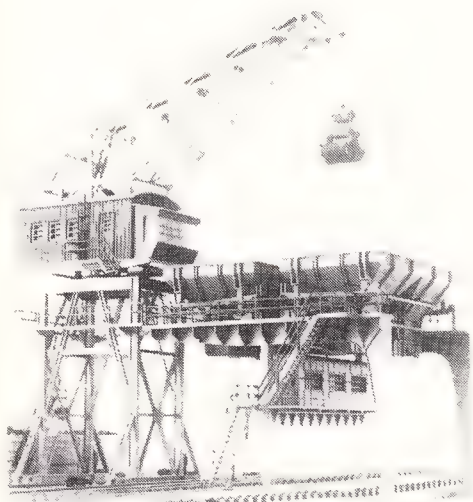
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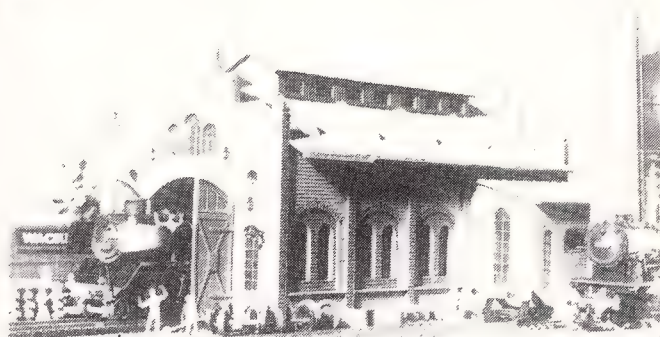


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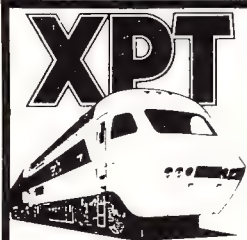
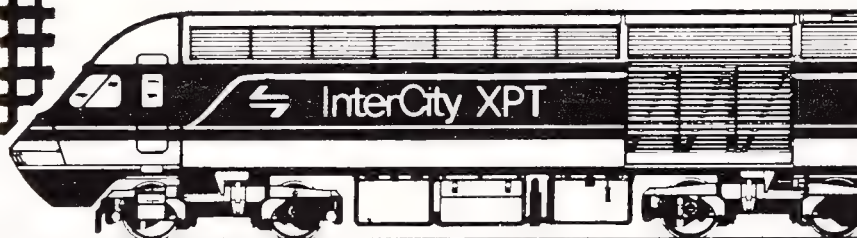
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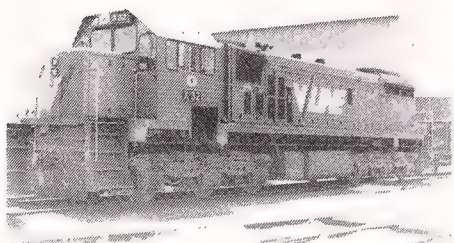
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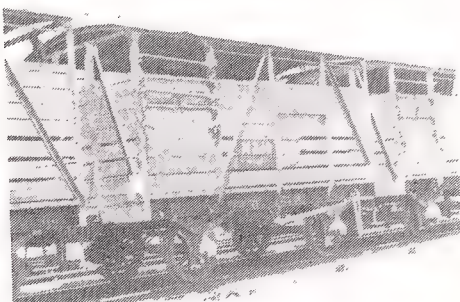
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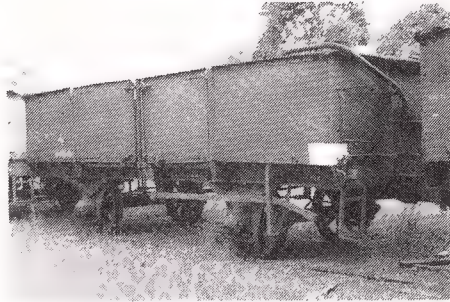
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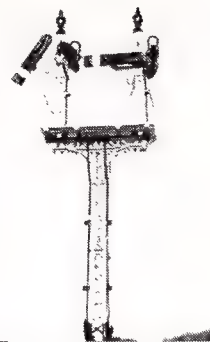
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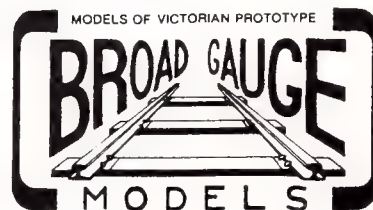
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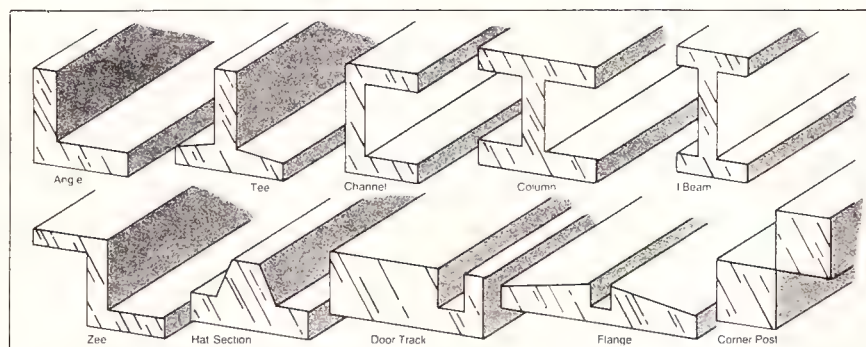
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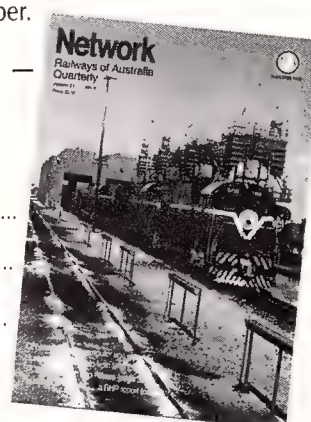
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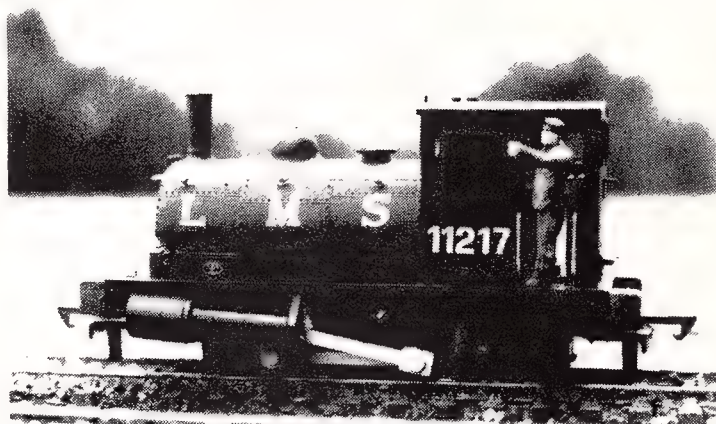
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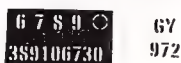
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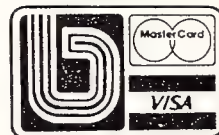
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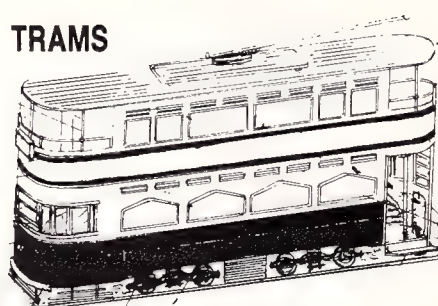
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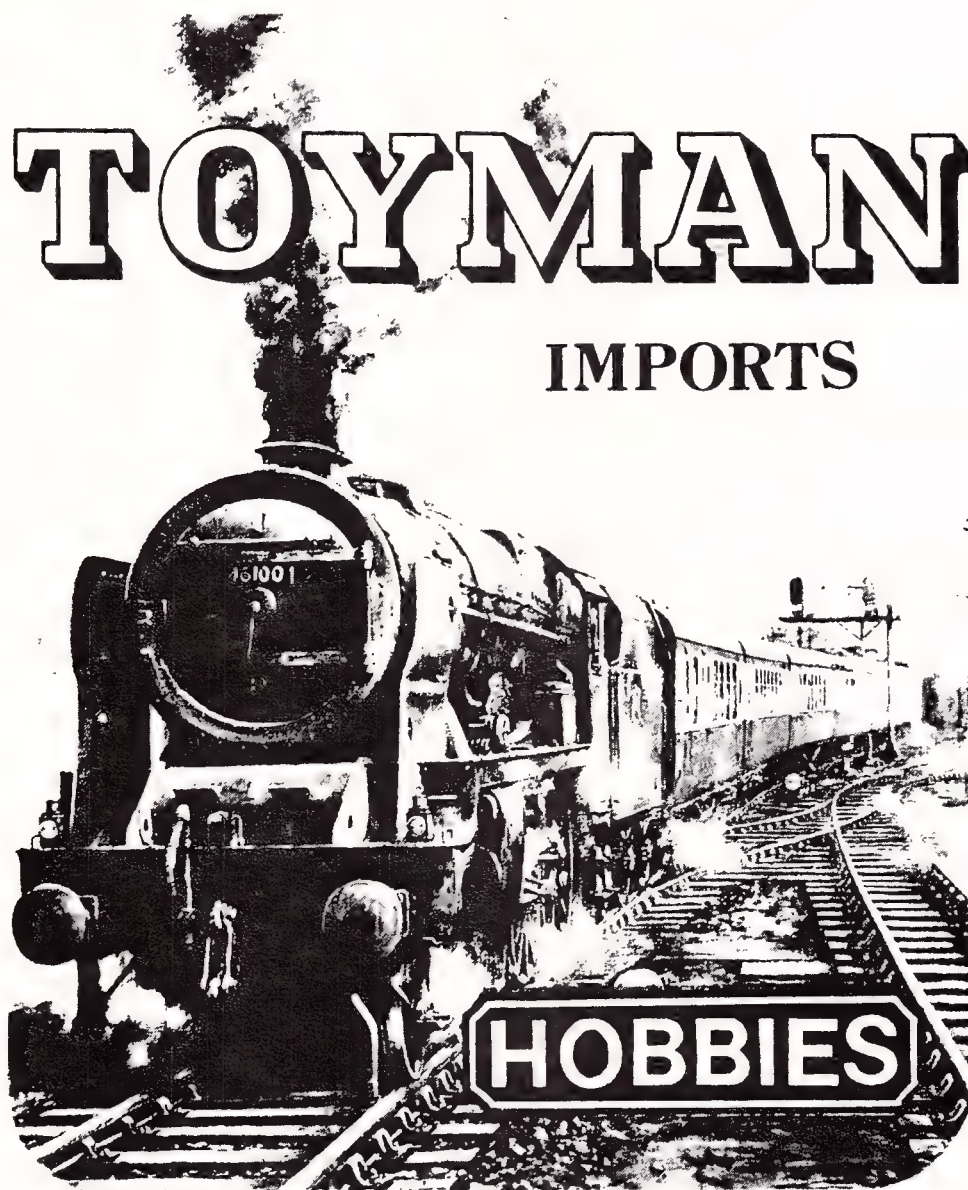
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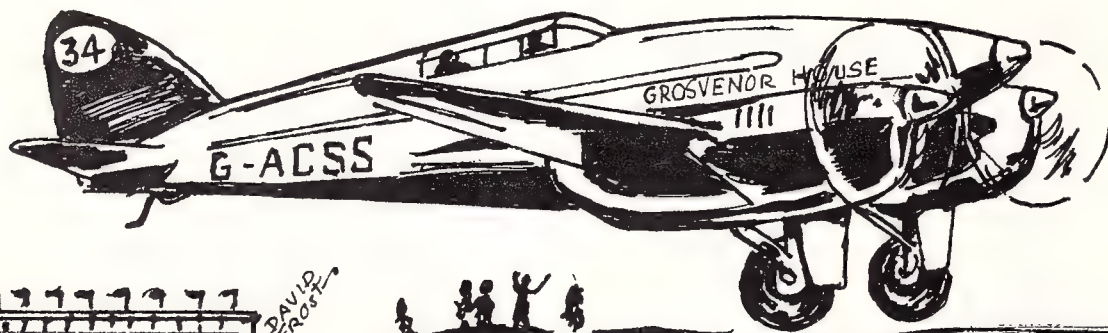
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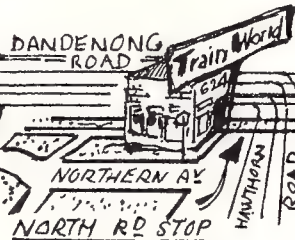
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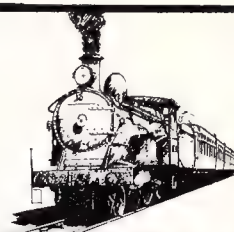
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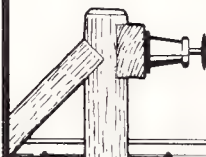
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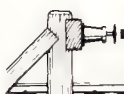
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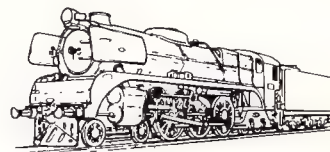
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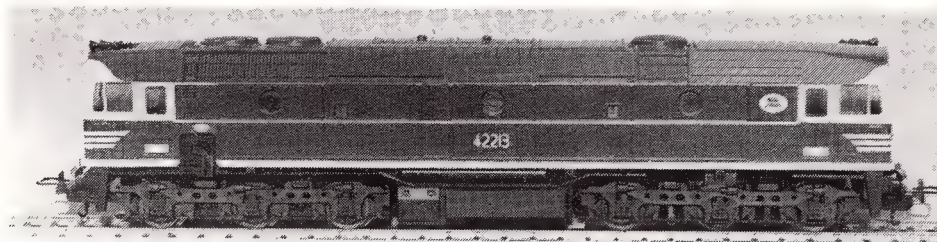
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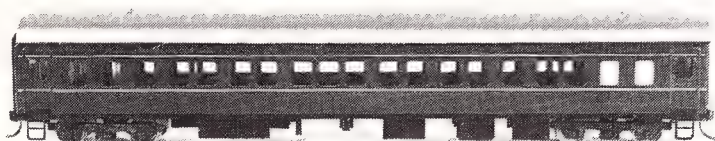
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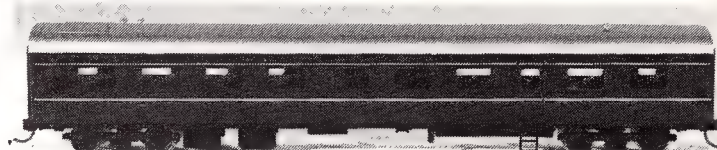
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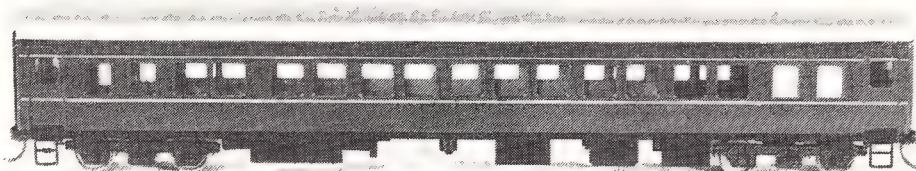
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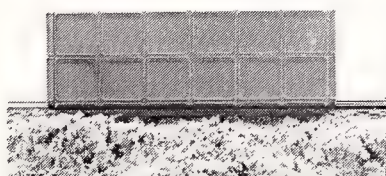
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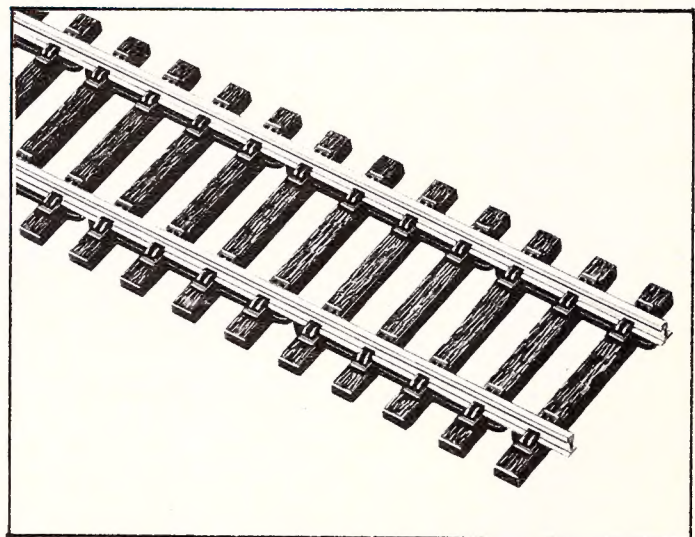
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